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Proposal for Citizen Review

February 1996

Planning Department of the City and County of San Francisco

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HUNTERS POINT SHIPYARD

Proposal for Citizen Review

February 1996

The Planning Department of the City and County of San Francisco



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SUMMARY OF OBJECTIVES AND POLICIES

LAND USE

OBJECTIVE 1

DEVELOP A BALANCED NEIGHBORHOOD OF BUSINESSES, CULTURAL FACILITIES, HOUSING, COMMUNITY SERVICES, EDUCATIONAL FACILITIES, OPEN SPACES AND RECREATIONAL FACILITIES THAT MINIMIZES LAND USE CONFLICTS AND IS INTEGRATED INTO THE BAYVIEW HUNTER POINT NEIGHBORHOOD.

POLICY 1.1

Provide opportunities for a mix of large, medium and small businesses.

POLICY 1.2

Build and expand upon the Shipyard's existing arts and cultural-related businesses and facilities and provide a home for Bayview Hunters Point cultural activities.

POLICY 1.3

Avoid conflicts between housing and industrial uses.

POLICY 1.4

Create a variety of retail, services and recreational uses that benefit Hunters Point Shipyard residents and workers.

POLICY 1.5

Ensure new uses are compatible with existing Bayview Hunters Point land uses.

POLICY 1.6

Encourage viable uses that attract visitors from the Bayview Hunters Point community, the City and the entire Bay Area to the Shipyard.

POLICY 1.7

Provide a site for a community center and/or a multipurpose conference facility.

POLICY 1.8

Encourage and provide incentives for education uses, as independent facilities or integrated with other uses throughout the Shipyard.

POLICY 1.9

Provide a system of parks, open spaces and recreational facilities that benefit Hunters Point Shipyard residents, workers, visitors and other City residents, and provide linkages to open spaces outside the Shipyard.

POLICY 1.10

Retain Future Development Special Use Designation (FD-SUD) areas of Hunters Point Shipyard for planning and development after 2025.

POLICY 1.11

Ensure that the Hunters Point Shipyard Plan's land use implementation phasing program is followed and meets anticipated market demand for land.

TRANSPORTATION

Transportation Network

OBJECTIVE 2

DESIGN A TRANSPORTATION NETWORK WHICH PROVIDES MOBILITY, HELPS GUIDE DEVELOPMENT AND IMPROVES THE SHIPYARD'S ENVIRONMENT.

POLICY 2.1

Provide choices among modes of travel and accommodate each mode when and where possible.

POLICY 2.2

Provide efficient, reliable, safe and convenient transportation services.

POLICY 2.3

Encourage water-borne transportation in support of the mixed-use/cultural district, and, when feasible, as an alternative mode of travel.

POLICY 2.4

Assure accessibility for all travelers to and from the Shipyard, including those with disabilities.

POLICY 2.5

Plan and locate transportation facilities to help preserve the historic fabric of the Shipyard, the natural landscape and views.

POLICY 2.6

Encourage the proper development of a transportation system that serves the residents, employers, employees and other users of the Shipyard through the establishment of a funding mechanism supported by and responsive to the beneficiaries of the Shipyard development.

POLICY 2.7

Ensure that the Hunters Point Shipyard Plan's transportation implementation phasing program meets the development needs for efficient movement of goods, services and people.

Street System

OBJECTIVE 3

ESTABLISH A STREET CIRCULATION SYSTEM FOR THE SHIPYARD WHICH IS FUNCTIONAL AND DESIGNED TO BE CONSISTENT WITH AND COMPLEMENTARY TO ADJACENT LAND USES, AND HAS THE GOAL OF PROVIDING EFFICIENT TRAFFIC FLOW.

POLICY 3.1

Integrate the Hunters Point Shipyard street system with the surrounding structure of City streets.

POLICY 3.2

Design the Hunters Point Shipyard street system to the minimum scale necessary to accommodate expected movement, provide accessibility, and minimize conflicts between vehicles, transit users, and pedestrians.

POLICY 3.3

Route through traffic away from residential neighborhoods and transit streets where possible, and limit major thoroughfares to nonresidential streets.

POLICY 3.4

Avoid cross traffic conflicts by reducing the number of intersections along major thoroughfares.

POLICY 3.5

Establish significant entrances to Hunters Point Shipyard at the northern and southern points.

Mass Transit

OBJECTIVE 4

SUPPORT AND DEVELOP PUBLIC TRANSIT AS A PRIMARY MODE OF TRAVEL TO AND FROM THE SHIP-YARD.

POLICY 4.1

Locate transit routes and develop the transit system to support and encourage more intensive growth on the Shipyard.

POLICY 4.2

Expand local transit lines linking the Shipyard to the rest of the City and regional transit facilities.

POLICY 4.3

Coordinate regional and local transit systems and provide for safe and convenient interline transit transfers.

POLICY 4.4

Give priority to transit and pedestrians by developing a system of transit and pedestrian streets within the Shipyard which make using transit and walking more attractive and viable as the primary means of travel.

Pedestrian/Bicycle Access

OBJECTIVE 5

PROVIDE FOR SAFE, CONVENIENT AND PLEASANT PEDESTRIAN CIRCULATION AND BICYCLE USE AS MODES OF TRAVEL AND RECREATION.

POLICY 5.1

Develop an extensive pedestrian and bicycle network which will permit future connections that may be developed in surrounding areas.

POLICY 5.2

Provide easy pedestrian and bicycle connections to neighborhood and regional open space, commercial facilities, community services, and public transit.

POLICY 5.3

Provide pedestrian-oriented mixed-use areas which connect with Shipyard thoroughfares.

POLICY 5.4

Provide a variety of pedestrian and bicycle facilities with sufficient signage to facilitate pedestrian and bicycle use.

POLICY 5.5

Buffer pedestrian and bicycle users from heavy truck, transit and automobile traffic.

POLICY 5.6

Provide secure and convenient pedestrian and bicycle facilities in mixed-use and residential areas, at transit stops, major cultural/institutional facilities, and open space areas.

Parking

OBJECTIVE 6

PROVIDE ONLY THE AMOUNT OF VEHICULAR PARKING AND CURB CUTS NECESSARY TO SERVE HUNTERS POINT SHIPYARD WITHOUT ENCOURAGING EXCESSIVE RELIANCE ON THE AUTOMOBILE OR ADVERSELY AFFECTING LIVABILITY.

POLICY 6.1

Provide adequate off-street parking spaces for residential development.

POLICY 6.2

Encourage the shared use of parking facilities to maximize their ability to serve daytime, evening and weekend needs.

POLICY 6.3

Limit automobile-attracting facilities such as drive-through restaurants, heavily-used driveways and parking lot access along transit streets and important pedestrian and bicycle routes to avoid traffic conflicts and congestion.

OBJECTIVE 7

FACILITATE THE MOVEMENT OF FREIGHT AND GOODS TO, FROM AND WITHIN THE SHIPYARD WHILE MAINTAINING THE SAFETY OF OTHER TRANSPORTATION MODES AND THE DESIRABILITY OF THE SHIPYARD AS A PLACE TO LIVE, VISIT AND WORK.

POLICY 7.1

Designate expeditious routes for freight trucks between industrial areas and free-way interchanges which avoid existing and planned residential neighborhoods within the Shipyard and the greater Bayview Hunters Point community.

POLICY 7.2

Provide off-street facilities for freight and service vehicles.

POLICY 7.3

Provide access to loading docks and loading areas from streets that are not critical to the safe and convenient movement of transit vehicles, pedestrians and bicyclists.

Transportation Systems Management

OBJECTIVE 8

DESIGN AND IMPLEMENT PLANS FOR EXISTING SYSTEMS' EFFICIENCIES AND LAND USE DEVELOPMENT TO IMPROVE TRAFFIC FLOW AND TRANSIT OPERATIONS.

POLICY 8.1

Reduce road congestion to improve vehicle flow through the use of traffic control strategies such as traffic signal timing, turn controls and construction of turn lanes.

POLICY 8.2

Improve transit operations by implementing projects and programs which facilitate and prioritize transit vehicle movement and loading.

POLICY 8.3

Promote and support the use of alternative transportation modes by reserving and developing transit right-of-ways, enhancing pedestrian and bicycling facilities, and encouraging ridesharing.

Transportation Demand Management

OBJECTIVE 9

IMPLEMENT AN INTEGRATED PROGRAM WHICH SUPPORTS CONGESTION MANAGEMENT AND PROVIDES VIABLE TRANSPORTATION ALTERNATIVES TO THE SINGLE OCCUPANT VEHICLE FOR TRAVELERS TO AND FROM THE SHIPYARD.

POLICY 9.1

Provide incentives and facilities for the use of transit, pedestrian and bicycle ways, and carpools and vanpools.

POLICY 9.2

Employ performance measurement programs to assess and address transportation deficiencies within and outside the Shipyard.

POLICY 9.3

Encourage and implement private and public sector TDM strategies which support each other, and are designed to reduce congestion and the number of automobile trips.

POLICY 9.4

Develop a coordinated commute alternatives program for people who work or study in, or make other regular trips to Hunters Point.

POLICY 9.5

Make transit and other alternative transportation modes more accessible through good land use and urban design practices such as positioning building entrances close to transit stops, constructing sidewalks and providing bicycle amenities.

ENVIRONMENTAL PROTECTION

OBJECTIVE 10

ACHIEVE A BALANCE BETWEEN CONSERVATION, USE AND DEVELOPMENT OF HUNTERS POINT SHIPYARD'S NATURAL RESOURCES, AND ASSURE THAT USE OF THESE RESOURCES RESPECTS AND PRESERVES THE NATURAL VALUES OF THE LAND AND WATER AND SERVES THE INTERESTS OF THE CITY AND THE BAYVIEW HUNTERS POINT COMMUNITY.

POLICY 10.1

Protect and enhance the Shipyard's remaining natural resources.

POLICY 10.2

Encourage the development of open space that reflects the natural and historic qualities of Hunters Point Shipyard.

POLICY 10.3

Assure that all development meets strict environmental quality standards.

POLICY 10.4

Ensure that all new development and uses do not increase health risks to current or future residents of Hunters Point Shipyard and its environs.

POLICY 10.5

Encourage broad and effective management of the natural resources of Hunters Point Shipyard.

OBJECTIVE 11

LOCATE LAND USES THAT ARE COMPATIBLE WITH TRANSPORTATION NOISE LEVELS AND MINIMIZE THE IMPACT OF SUCH NOISE ON AFFECTED AREAS.

POLICY 11.1

Encourage noise-tolerant land uses and discourage noise-sensitive land uses in areas where transportation noise is likely to be a problem.

POLICY 11.2

Promote site planning, building orientation and design that lessens or buffers noise intrusion.

OBJECTIVE 12

PROMOTE ENERGY CONSERVATION AT HUNTERS POINT SHIPYARD.

POLICY 12.1

Encourage non-energy intensive transportation modes, such as bicycling and walking.

POLICY 12.2

Provide recycling facilities and services.

OBJECTIVE 13

ENCOURAGE DEVELOPMENT WHICH IS SENSITIVE TO THE NEEDS FOR SOLAR ACCESS AND VENTILATION.

POLICY 13.1

Orient streets and residential buildings for maximum solar access to dwelling units where appropriate.

POLICY 13.2

Provide through-ventilation of dwelling units where possible.

OBJECTIVE 14

PROMOTE WATER CONSERVATION MEASURES AT HUNTERS POINT SHIPYARD BY MINIMIZING WATER USE FOR HOUSEHOLDS, IRRIGATION AND LANDSCAPING.

POLICY 14.1

Use water systems and fixtures that provide maximum efficiency of water use.

POLICY 14.2

Design landscapes that require lower quantities of water to remain healthy.

POLICY 14.3

Encourage the extension of San Francisco's Auxiliary Water Supply System (AWSS) onto Hunters Point Shipyard for fire fighting, landscape watering and industrial uses.

COMMUNITY SAFETY

OBJECTIVE 15

CREATE DEVELOPMENT DE-SIGNED TO ENSURE SEISMIC SAFETY.

POLICY 15.1

Require geologic or soil engineering site investigations and compensating structural design based on findings for all new structures in special geologic study areas.

POLICY 15.2

Assure that critical community facilities, if located in special geologic study areas, have special engineering design to ameliorate identified risks and accommodate emergency assembly of nearby residents.

POLICY 15.3

Apply a minimum level of acceptable risk to structures and land uses based upon the nature of the use, importance of the use to public safety and welfare, and density of occupancy.

POLICY 15.4

Provide for the adequate security of employees and property.

OBJECTIVE 16

ENSURE THAT HUNTERS POINT SHIPYARD IS CLEANED UP TO ESTABLISHED ENVIRONMENTAL QUALITY STANDARDS AND THAT ALL NEW HUNTERS POINT SHIPYARD DEVELOPMENT MEETS THESE STANDARDS.

POLICY 16.1

Prior to completion of any new construction or occupancy, ensure hazardous waste remediation by the Navy to levels appropriate for the planned uses.

POLICY 16.2

Ensure that any future use of hazardous materials does not create undesirable levels of future risk for employees and nearby populations.

OBJECTIVE 17

ENSURE THE PROTECTION OF LIFE AND PROPERTY FROM THE EFFECTS OF FIRE OR NATURAL DISASTER THROUGH ADEQUATE EMERGENCY OPERATIONS PREPARATION.

POLICY 17.1

Provide for emergency services at Hunters Point Shipyard.

COMMERCE AND INDUSTRY

OBJECTIVE 18

CREATE AND MAINTAIN A SOUND ECONOMIC BASE AND FISCAL STRUCTURE FOR HUNTERS POINT SHIPYARD.

POLICY 18.1

Capture identified market opportunities for research and development uses as well as light industrial uses.

POLICY 18.2

Ensure an adequate supply of space on the Shipyard site that is appropriate to the needs of incubator (small start-up) businesses.

POLICY 18.3

Accommodate the on-site growth of incubator (small start-up) businesses to full-scale industrial facilities on the Shipyard.

POLICY 18.4

Ensure that Hunters Point Shipyard is an attractive location for businesses and industries with a likelihood for long-term growth and employment.

POLICY 18.5

Develop the Shipyard as a regional destination for visitors through the provision of appropriate cultural, arts and supporting retail facilities.

POLICY 18.6

Ensure that interim uses on the Shipyard are consistent with and do not detract from long-term development of the site.

POLICY 18.7

Ensure appropriate relocation opportunities for tenants with leases prior to any displacement of existing businesses.

POLICY 18.8

Ensure that the Hunters Point Shipyard Plan's economic development program phasing meets anticipated market opportunities and job-training needs.

OBJECTIVE 19

PROVIDE EMPLOYMENT, BUSINESS AND ENTREPRENEURIAL OPPORTUNITIES FOR BAYVIEW HUNTERS POINTS RESIDENTS AND BUSINESSES.

POLICY 19.1

Encourage maximum participation of Bayview Hunters Point residents and businesses in the redevelopment, reuse and environmental remediation of Hunters Point Shipyard.

POLICY 19.2

Support existing community programs and create new training and educational programs, as needed, to focus on skills development necessary for local participation in interim and permanent job development and business creation at Hunters Point Shipyard.

POLICY 19.3

Attract, retain and expand employment opportunities that use and develop available skill levels in the Bayview Hunters Point community.

POLICY 19.4

Attract, retain and expand entrepreneurial business ownership opportunities for the Bayview Hunters Point community.

POLICY 19.5

Promote the development and use of new and effective environmental technologies, both to ensure the rapid clean-up of Hunters Point Shipyard and to provide business and employment opportunities for Bayview Hunters Point residents.

ARTS

OBJECTIVE 20

RECOGNIZE THE ARTS AS NECESSARY TO THE QUALITY OF LIFE FOR ALL SEGMENTS OF HUNTERS POINT SHIPYARD.

POLICY 20.1

Promote inclusion of artistic considerations in local decision-making.

OBJECTIVE 21

INCREASE THE CONTRIBUTION OF THE ARTS TO THE ECONOMY OF HUNTERS POINT SHIPYARD.

POLICY 21.1

Encourage and promote opportunities for the arts and artists to contribute to the economic development of Hunters Point Shipyard.

POLICY 21.2

Provide flexible, low-cost space designed for artists' and artisans' working studios, live/work and gallery space.

POLICY 21.3

Provide programs that ensure the contribution of artists and artisans in shaping the character of the Shipyard.

POLICY 21.4

Establish a programmatic link between the Shipyard and Bayview Hunters Point arts, culture and history.

OBJECTIVE 22

ENSURE REPRESENTATIVE PARTICIPATION OF THE BAYVIEW HUNTERS POINT COMMUNITY IN ARTS DECISION-MAKING AND PROGRAMMING.

POLICY 22.1

Encourage arts education offerings in the community and the schools to include art and artists from many cultures.

OBJECTIVE 23

ENHANCE THE CONTRIBUTION OF ARTISTS TO THE CREATIVE LIFE AND VITALITY OF HUNTERS POINT SHIPYARD.

POLICY 23.1

Develop funding sources for individual artists.

POLICY 23.2

Include the participation of artists in Hunters Point Shipyard capital improvements and public works projects.

POLICY 23.3

Strengthen collaborations among artists, arts organizations, and teachers, school administrators, and others responsible for arts curricula.

POLICY 23.4

Provide the greatest possible public input into considerations regarding arts funding.

POLICY 23.5

Establish a coordinated, flexible Hunters Point Shipyard "percent for art" program.

POLICY 23.6

Develop partnerships with the private sector and the business community to encourage monetary and non-monetary support of the arts, as well as sponsorships of arts organizations and events.

OBJECTIVE 24

SUPPORT THE CONTINUED DEVELOPMENT AND PRESERVATION OF ARTISTS' AND ARTS ORGANIZATIONS' SPACES.

POLICY 24.1

Support and expand programs directed at enabling arts organizations and artists to comply with City building and safety codes and to rehabilitate arts spaces.

POLICY 24.2

Include arts spaces in new public construction when appropriate.

POLICY 24.3

Create opportunities for private developers to include arts spaces in private developments at the Hunters Point Shipyard.

POLICY 24.4

Assist artists and arts organizations in attaining ownership or long-term control of arts spaces.

RESIDENCE

OBJECTIVE 25

GUIDE AND ENCOURAGE THE DE-VELOPMENT OF WELL-DESIGNED NEW RESIDENTIAL AREAS AT HUNTERS POINT SHIPYARD WHICH ASSIST IN MEETING THE CITY'S HOUSING NEEDS.

POLICY 25.1

In the Hill Point neighborhood, create a system of streets and blocks that have the scale, character and quality of traditional San Francisco neighborhoods, and which link into the existing residential community on Hunters Point Hill.

POLICY 25.2

Orient housing on the hill to maximize the excellent views to the water, accentuate the hill form and avoid disruption of the urban pattern when viewed from other areas.

POLICY 25.3

Selectively preserve existing single-family houses on Hudson Avenue and ensure that the presence of these buildings is taken into account in the design of new housing on this street.

POLICY 25.4

Integrate ground floor neighborhoodserving commercial uses into the Hill Point neighborhood at the intersection of Friedell and Innes Avenues.

POLICY 25.5

Promote housing on upper stories along the main streets in the Shipyard's mixed use districts.

OBJECTIVE 26

DEVELOP A PATTERN OF OPEN SPACES IN THE HILL POINT RESIDENTIAL AREAS TO SERVE RESIDENTS, OFFER "VIEWING" OPPORTUNITIES, AND PROVIDE CONNECTIONS TO THE SHIPYARD'S OTHER OPEN SPACE AREAS.

POLICY 26.1

Maintain a portion of each residential block or parcel in the Hill Point neighborhood for private or public open space, with contiguous mid-block open spaces as appropriate.

OBJECTIVE 27

DEVELOP HOUSING THAT ENHANCES THE HEALTH AND SAFETY OF HUNTERS POINT SHIPYARD RESIDENTS AND VISITORS.

POLICY 27.1

Provide for neighborhood security through housing orientation, housing design and adequate street lighting.

POLICY 27.2

Protect residential areas from the noise, pollution and physical danger of excessive traffic. Minimize commercial and commuter traffic in residential neighborhoods.

OBJECTIVE 28

INCREASE THE CITY'S SUPPLY OF HOUSING IN A MANNER COMPATIBLE WITH ADJACENT NEIGHBORHOODS AND OTHER USES WITHIN THE HUNTERS POINT SHIPYARD.

POLICY 28.1

Establish housing density parameters that take into account the needed size and diversity of housing units and space needed for open space, parking, light and air requirements.

OBJECTIVE 29

PROVIDE A MIX OF HOUSING SIZES AND TYPES THAT SHOULD ASSIST IN MEETING THE DIVERSE HOUSING NEEDS OF THE BAYVIEW HUNTERS POINT COMMUNITY AND THE CITY AS A WHOLE, AS WELL AS CONTRIBUTE TO THE DIVERSITY OF HUNTERS POINT SHIPYARD.

POLICY 29.1

Achieve the desired housing program with a variety of unit and building types.

POLICY 29.2

Promote the availability of dwellings throughout the Hunters Point Shipyard residential developments that are suitable for a wide diversity of individuals and groups with special housing needs.

POLICY 29.3

Provide adequate opportunities for both rental housing and home ownership.

OBJECTIVE 30

PROVIDE HOUSING THAT IS AFFORDABLE TO A WIDE RANGE OF INCOME GROUPS, PARTICULARLY LOW AND MODERATE INCOME HOUSEHOLDS.

POLICY 30.1

Integrate mixed-income units throughout Hunters Point Shipyard residential developments.

RECREATION AND OPEN SPACE

OBJECTIVE 31

ESTABLISH A SYSTEM OF ACTIVE AND PASSIVE PUBLIC OPEN SPACES ON THE SHIPYARD. ENSURE THAT THEY ARE SUFFICIENT IN QUANTITY, APPROPRIATELY DISTRIBUTED AND EXEMPLARY IN THEIR DESIGN QUALITY AND THEIR ABILITY TO SERVE A DIVERSE POPULATION AND RANGE OF ACTIVITIES.

POLICY 31.1

Develop a diversified system of public open spaces throughout Hunters Point Shipyard, including spaces for active and passive recreation, which takes advantage of the site's topography, natural setting, historic features and location on San Francisco Bay.

POLICY 31.2

Provide suitable and adequate open space and recreational facilities within comfortable walking distance of all Hunters Point Shipyard residents and workers. Provide for both active and passive recreation at the Shipyard, including development of a fitness trail, basketball, soccer, baseball and other sports playfields, and water-oriented activities, suitable for use by area residents, workers, visitors and other City residents.

POLICY 31.3

Establish a high standard of public space design, including lighting, street furniture, landscape and public art encouraging innovation and participation by area artists.

POLICY 31.4

Provide recreational opportunities that will attract and serve Hunters Point Ship-yard residents, workers and visitors as well as residents from the adjacent Bayview Hunters Point community, including children, seniors, and other population groups.

POLICY 31.5

Ensure that all open spaces are accessible for the elderly and people with disabilities.

POLICY 31.6

Develop linkages - trails, paved walkways, stairs - that connect all parks and open spaces of Hunters Point Shipyard with each other and also tie into the Bay Trail.

POLICY 31.7

Carefully consider views and view corridors, sun access and protection from the wind in orienting and designing open spaces.

POLICY 31.8

Use drought-resistant low-upkeep and native plants to the greatest extent possible.

OBJECTIVE 32

MAINTAIN AND ENHANCE SIGNIFI-CANT SEGMENTS OF THE HUNTERS POINT SHIPYARD SHORELINE FOR PUBLIC ACCESS AND RECREATION.

POLICY 32.1

Provide opportunities for maximum public access and use of the waterfront.

POLICY 32.2

Restore shoreline areas to wetlands or native habitats where appropriate.

POLICY 32.3

Align the Bay Trail through Hunters Shipyard to provide continuity for this Bay Area Trail system for hikers and bicyclists, to provide access to the water's edge, to facilitate views, and to link open spaces.

URBAN DESIGN

OBJECTIVE 33

CREATE AND EMPHASIZE AN URBAN PATTERN WHICH IS BASED ON AND ENHANCES THE SHIPYARD'S NATURAL FEATURES AND PROVIDES A SENSE OF INTEGRATION WITH THE ADJACENT SAN FRANCISCO PATTERN.

POLICY 33.1

Connect and align streets on the Shipyard with adjacent existing street patterns wherever feasible.

POLICY 33.2

Integrate the Shipyard's open space system with adjacent existing open space, such as the Bay Trail.

POLICY 33.3

Create and maintain block sizes that establish an urban pattern of development, while accommodating target businesses and their growth at appropriate locations at the Shipyard.

POLICY 33.4

Apply building height limits to maintain visual access to the waterfront, encourage moderate urban densities in mixed use areas, accentuate the natural topography of the site and highlight signature features of important public/cultural buildings.

POLICY 33.5

Develop a hierarchy of open spaces to serve the Shipyard's workers, residents, and visitors.

OBJECTIVE 34

CREATE AN ATTRACTIVE AND DISTINCTIVE VISUAL CHARACTER FOR THE SHIPYARD WHICH RESPECTS AND ENHANCES THE NATURAL FEATURES, THE HISTORY, AND THE VISION FOR MIXED USE SITE DEVELOPMENT ORIENTED TOWARD ARTS AND INDUSTRIAL USES.

POLICY 34.1

Establish distinctive urban neighborhoods that meet residential and commercial needs within natural geographical boundaries on the site.

POLICY 34.2

Protect and enhance major views to and from the Shipyard's open spaces, its streets, Hunters Point Hill and the water's edge.

POLICY 34.3

Encourage architecture, landscaping and public art design which enhances the distinctive character of the Shipyard.

POLICY 34.4

Encourage development of the Shipyard in such a way as to enhance its identity and visibility from surrounding areas.

OBJECTIVE 35

MAXIMIZE THE EDUCATIONAL VALUE OF ALL BUILDINGS, STREETS AND OPEN SPACES AT HUNTERS POINT SHIPYARD SO THAT FUNCTIONS AND HISTORY ARE UNDERSTANDABLE FOR ALL USERS, ESPECIALLY CHILDREN.

POLICY 35.1

Shipyard buildings (public and private) should have street-level windows, displays, or signs which allow pedestrians to understand their operations and products.

POLICY 35.2

Open space and recreation areas should exhibit information which explains and invites people to learn the natural features and history of the site.

POLICY 35.3

Signs and maps should provide orientation for visitors to the site in prominent and accessible places.

POLICY 35.4

Artwork, signs, and architecture should display the history and culture of people who have historically used and inhabited the site.

POLICY 35.5

Shipyard businesses and site activities should be encouraged to provide educational programs such as tours, seminars, and apprenticeships for area residents and students.

PRESERVATION

OBJECTIVE 36

CONSERVE AND ENHANCE EXIST-ING HISTORIC RESOURCES.

POLICY 36.1

Consider the preservation and potential adaptive reuse of historic buildings and structures around Drydocks 2 and 3 as a focus of the arts, cultural and mixed use district. These include the following:

- Drydocks 2 and 3
- Pumphouses 2 (Building 205) and 3 (Building 140) andtheir respective pumping machinery
- Gatehouse (Building 204)
- · The Wharves
- Site of the western tip of Drydock 1
- Paint and Tool Building (Building 207)

POLICY 36.2

Consider the preservation and potential adaptive reuse of the large crane on the regunning pier because of its local and regional prominence and history.

POLICY 36.3

Consider the preservation and adaptive reuse of all or primary portions of the Ordnance and Optical (green glass) building (Building 253), maintaining its role as a site feature identified with the Shipyard.

POLICY 36.4

Consider the preservation and potential adaptive reuse of Drydock 4.

POLICY 36.5

Apply the nationally established and locally adopted Secretary of the Interior's Standards for Treatment of Historic Properties to the reuse of all buildings designated on the National Register of Historic Places, and any other standards as set forth in State or City legislation.

POLICY 36.6

Encourage and facilitate the repair and use of the Shipyard waterfront for a wide range of water-related activities, and maintain visual and physical access to these activities.

POLICY 36.7

Preserve local archeological resources at this site that enrich the understanding of historic San Francisco and the history that pre-dates the Shipyard.

OBJECTIVE 37

PROVIDE HISTORIC AND CULTURAL CONTINUITY IN THE CONTEXT OF THE NEW DEVELOPMENT PATTERN AT HUNTERS POINT SHIPYARD.

POLICY 37.1

Feature Hunters Point history - the site itself, its use as a shipyard, its prominent African-American heritage along with the Asian-American, European-American and Native-American heritages - in the development of the waterfront cultural center, and throughout the site.

POLICY 37.2

Encourage retention of usable, safe and economically viable flexible-use structures on the Shipyard as consistent with interim use and phasing plans - especially where those structures contribute to the historic industrial character of the site.

POLICY 37.3

With the exception of historic and significant structures, allow for the demolition of non-essential, non-economically viable unsafe structures, especially as part of logical site preparation and remediation by the Navy before transfer of the site to the City. If demolition is to occur, ensure that adequate archival documentation is completed.

POLICY 37.4

Coordinate both reuse and demolition activities with relocation opportunities, in relation to existing arts and business uses.

POLICY 37.5

Retain significant site artifacts such as machinery and maritime equipment and incorporate these into new development where possible.

POLICY 37.6

Promote public information and awareness of the history of Hunters Point Shipyard and encourage preservation through local policies and programs.

COMMUNITY FACILITIES

OBJECTIVE 38

ASSURE THAT ADEQUATE COM-MUNITY SERVICES AND FACILITIES ARE PROVIDED FOR HUNTERS POINT SHIPYARD RESI-DENTS AND ITS WORKING POPULATION.

POLICY 38.1

Provide for general community services and recreation facilities, at a scale appropriate to serve Hunters Point Shipyard.

POLICY 38.2

Provide opportunities for neighborhood services that are linked to other neighborhood and citywide services.

POLICY 38.3

Provide for a cultural center that is multipurpose in character, reflective of the Shipyard's heritage, attractive in design, secure and comfortable, and inherently flexible in meeting the current and changing needs of the neighborhood served.

POLICY 38.4

Provide for community facilities and programs that are accessible for physically handicapped persons.

POLICY 38.5

Provide for such additional community services, including childcare, as are determined to be necessary and feasible.

POLICY 38.6

Provide the opportunity for educational institutions, including job training, to locate at the Shipyard.

POLICY 38.7

Ensure that the Hunters Point Shipyard's community facilities phasing program meets anticipated facilities and service demand.

OBJECTIVE 39

ENSURE THAT HUNTERS POINT SHIPYARD RESIDENTS AND EMPLOYEES ARE WELL-SERVED BY FIRE AND POLICE FACILITIES.

POLICY 39.1

Support development of a new San Francisco Police Department station in South Bayshore.

POLICY 39.2

Support maintenance of the five existing fire stations located within or near South Bayshore.

OBJECTIVE 40

ENCOURAGE EFFICIENT UPGRADING OR REPLACEMENT OF EXISTING UTILITIES AS NEEDED.

POLICY 40.1

Ensure that the Hunters Point Shipyard's utilities phasing program provides for anticipated utilities demand.

HUNTERS POINT SHIPYARD

INTRODUCTION

Hunters Point Shipyard, located on the southeast San Francisco waterfront, is a deactivated U.S. Navy shipyard that was listed by the Department of Defense in 1991 for closure. The Shipyard, which is still under the jurisdiction of the U.S. Department of the Navy, will be transferred in several parcels to the City and County of San Francisco as the Navy cleans up the site's hazardous was tes - a vestige of past Shipyard activities.

The Shipyard plan area, as shown in Figure 1, is a peninsula extending into San Francisco Bay, about four miles south of San Francisco's Financial District. The site is within the City's predominantly industrial and residential South Bayshore district, an area more commonly known as Bayview Hunters Point. With a stable and involved urban population, South Bayshore is the location of the City's heaviest industries, a once-vibrant commercial district, and in recent years, a major concentration of poverty and public housing. New patterns of urban development, however, are presenting opportunities for community change and evolution. The development opportunities at the Shipyard are keys to this community's revitalization.

Following the introduction, which summarizes the goals and purpose of the Plan, this document includes adescription of the history and background of the site. This is followed by a complete description of the Hunters Point Shipyard Plan, including the site's subareas and the Plan's

objectives and policies. Finally, an outline of the Plan's implementing actions is presented.

The Hunters Point Shipyard Plan will be implemented in six five-year phases up to the year 2025. Logical and coordinated phasing is essential to the Plan's success and must consider elements such as site clean-up, physical site improvements, maintenance of interim leasing sites, financial feasibility, market conditions and job creation targets.

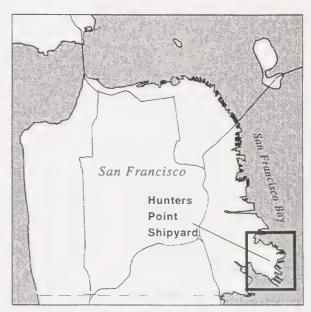


Figure 1 Hunters Point Shipyard Plan Area

GOALS AND PURPOSE

Goals

The goal of this Plan is to present a vision for the revitalization of Hunters Point Shipyard. Objectives and policies contained in this Plan present a framework to guide economic development opportunities, facilitate public and business access to the Shipyard site, promote improved environmental quality, and acknowledge the history of this area. This vision and a framework to guide the realization of the vision have been developed through a comprehensivecommunity planning process. The key elements in the comprehensive vision for the Shipyard include a development pattern that responds to tested economic market opportunities for a mix of land uses. Industry, arts and education are the anchor uses in this Plan, designed around a transit-oriented "Main Street" and extensive shoreline areas. Public open space and transportation system improvements help to complete the vision for an area that serves both local and regional business growth and expansion.

Purpose

The City and County of San Francisco has an adopted Master Plan consisting of functional elements containing policies for residence, commerce and industry, recreation and open space and other topics. The Master Plan also includes Area Plans consisting of more specific

Regunning Crane viewed from Hunters Point Hill.

policies for distinct geographic areas of the City. The South Bayshore Plan, of which Hunters Point Shipyard is a part, is such an Area Plan. It provides land use planning objectives and policies for the entire South Bayshore district.

The Hunters Point Shipyard Plan is a plan that offers an area-specific detailed treatment of the Master Plan's objectives and policies. The Shipyard Plan contains text and diagrams as follows:

- The distribution, location, extent and intensity of the uses of land within the plan area;
- The proposed distribution, location, and extent of major components for public and private transportation, sewer, water, drainage, solid waste, energy and other essential facilities to be located within the plan area and needed to support the plan area land uses;
- Standards and criteria, including design guidelines for development as well as standards for the conservation, development and use of natural resources;
- A program of implementation measures including regulations, public works projects and financing measures necessary to carry out the above.

These objectives and policies should be used as guides by decision-making Commissions and the Board of Supervisors. The coherent administration of these policies should help promote development and consistency with the other elements of the Master Plan.

Textand map amendments to the City's Master Plan and South Bayshore Plan have been prepared to ensure consistency between these plans and the Hunters Point Shipyard Plan. In particular, text and graphic amendments have been drafted for each of the Master Plan functional elements (residence, commerce and industry, recreation and open space, transportation, arts, urban design, preservation, environmental protection, community facilities and community safety) where Hunters Point Shipyard is addressed. Also, the South Bayshore Plan which encompasses Hunters Point Shipyard has been revised to achieve conformance in sections where the Shipyard is addressed.

An Environmental Impact Statement/EnvironmentalImpactReport(EIS/EIR) is a companion document necessary for the approval of the Hunters Point Shipyard Plan. Hunters Point Shipyard is also a designated redevelopment survey area pursuant to California Health and Safety Code Section 33310. To become a redevelopment "project area", a Redevelopment Plan must be drafted and adopted.

HISTORY AND BACKGROUND

This section summarizes site conditions that are fully described in the *Existing Conditions Report* for Hunters Point Shipyard, published in February, 1994. The Hunters Point Shipyard area has changed significantly over the past century. Historic changes are examined in this section, together with the existing physical site conditions.

Site History

When the California Drydock Company purchased the tip of Hunters Point in the late 1860s, a timber pier and docks were already in place. The company built alargedrydock, thereby establishing the site as a ship repair facility - a role the area has maintained to the present day. Two more drydocks for the repair of large deep draft ships had been built by 1919, and in 1939 the Navy purchased the site, leasing it to the Bethlehem Steel Company. When the United States entered World War II in late 1941, the Navy took possession of the site, acquired additional land upon which to expand, and began to use the Shipyard as an annex to the Navy's Mare Island ship facility.

The site changed significantly during the war years. The Navy created most of the flat land that currently makes up the site by filling hundreds of acres of marsh and bay. Most of the structures that have survived to the present were constructed during this period, as was much of the site's infrastructure. Approximately 17,000 people were employed repairing and maintaining ships on the site at its wartime peak. Ship repair activity declined after the war, as did Shipyard employment. The Navy ultimately closed the Shipyardin 1974, and leased much of the site to a private ship repair company, which in turn sub-leased many buildings to small businesses, artists and others.

Site Description

Located on San Francisco's southeast waterfront and visible from around the Bay, the 500 acre Shipyard is a regional landmark. The site is predominantly flat, its topography punctuated by Hunters Point Hill which extends into the area from the northwest. The northern two-thirds of the Shipyard site is currently designated as a Public Use ("P") District on San Francisco's Zoning Map, while the southern one-third of the site is within an M-2 (Heavy Industrial) Use District. Current Shipyard Height Districts include 40 feet in the northern portion, 65 feet in the southern portion and 130 feet on a small parcel on the site's southwest waterfront.

Surrounding Land Uses

Although surrounded on three sides by the navigable waters of San Francisco Bay, the Shipyard site is physically, economically, socially, and historically connected to the built-up predominantly residential and industrial Hunters Point Sub-district (commonly referred to as Bayview Hunters Point) of South Bayshore. Much of the inland boundary of the Shipyard abuts a developed residential neighborhood. The Shipyard also adjoins two industrial areas, an undeveloped area to the north of the site between Innes Avenue and India Basin and an area to the west of the site near South Basin, containing a mix of small manufacturing, distribution and warehouse uses. (See Figure 2.)

The central part of South Bayshore, a wide eastwest band running from Highway 101 to the Shipyard, is predominantly residential and low-density in character. Other east-west bands to the north and south of the residential core are typified by light and heavy industrial uses. The area just north of Bayview Hill and Candlestick Point is composed of low-density residential uses. Neighborhood commercial uses are concentrated along a central portion of Third Street and in scattered clusters throughout South Bayshore. Other commercial use areas include the retail area on Bayshore Boulevard north of Industrial Way, the Jerrold Avenue produce market and the Executive Park office park south of Bayview Hill.

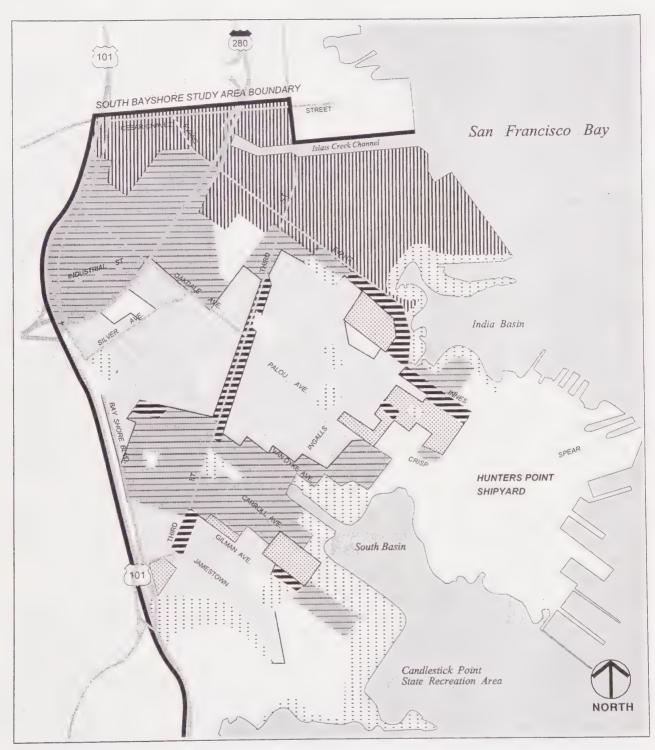
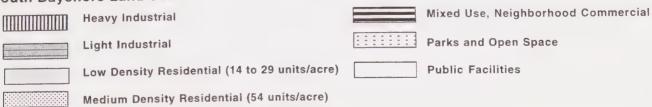


Figure 2
South Bayshore Land Use



The northern industrial district includes the Port of San Francisco's South Container Terminal, the Port's train yard, the India Basin Industrial Park and a PG&E generating plant. Candlestick Point includes the office park and residential development of Executive Park, 3COM (Candlestick Park) Stadium, Candlestick Point State Park and an undeveloped City park on Bayview Hill. There are also undeveloped State-owned shoreline parklands at South Basin adjacent to the Shipyard's south gate.

Existing Conditions

Geology

The 960 acre Shipyard site contains approximately 515 dry land acres and 445 submerged acres. Much of the level land was created when the Navy cut the natural hill, excavated the drydocks and filled the Bay during the site's World War II era expansion. The condition and quality of the fill is not known for all parts of the Shipyard. Ground shaking and liquefaction hazards due to earthquakes are relatively high on most of the Shipyard site, similar to other eastern waterfront areas in San Francisco.

Clean-up and Transfer of the Shipyard

The Shipyard was identified as a Federal Superfund site and placed on the U.S. Environmental Protection Agency's (EPA) National Priorities List in 1989. In early 1992, the Navy, the Federal EPA and the California EPA executed a Federal Facility Agreement (FFA) - a legally binding document that establishes the procedural framework and schedule for developing, implementing and monitoring appropriate response actions at the Shipyard. This document ensures that environmental impacts associated with past activities on the Shipyard are thoroughly investigated and appropriate cleanup action is taken to protect public health and the environment. The Navy is required to identify clean or uncontaminated property with regulatory concurrence for transfer and reuse to the City.

The transfer is a multi-stage process that involves:

- preparation of a site-wide environmental baseline survey to identify uncontaminated parcels;
- investigation and remediation of contaminated sites;
- preparation of a Clean-up Plan;
- designation of land in compliance with the Coastal Zone Management Act and San Francisco's Master Plan;
- preparation of environmental impact analysis; and
- preparation of a "Finding of Suitability to Transfer".

To facilitate the Navy's remediation of hazardous materials on the Shipyard and the City's subsequent acquisition of the site following clean-up, the Shipyard has been divided into five "parcels", A through E. (See Figure 3.)

As of the summer of 1995, the clean-up and transfer of the parcels to the City is scheduled as follows:

Parcel A: transfer in mid 1996
Parcel B: transfer in early 1999

Parcel C: transfer in early to mid 2000

Parcel D: transfer in mid 1999 Parcel E: transfer in late 2000

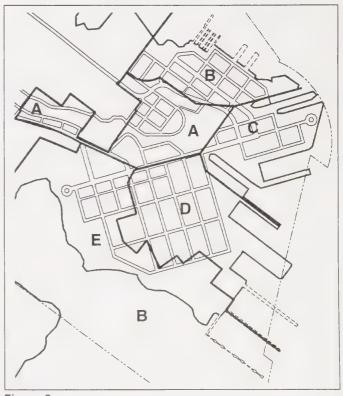


Figure 3
Five "Clean-up" Parcels

Existing Land Use

As shown in Figure 4, current land use on the Hunters Point Shipyard site is varied. The Navy occupies 387,720 gross square feet of space in six buildings. Non-Navy industrial uses occupy 27 buildings, approximately 370,000 gross square feet of building space. These industrial uses include storage and trucking, light manufacturing, construction storage and shops, cabinet-making and woodworking, testing laboratories, scrap metal recycling, an auto body shop, a marine rigger, a marine and industrial cleaning service, an industrial ship dismantling operation and vehicle storage for the San Francisco Police Department. The U.S. Postal Service operates a mail distribution center in a building on the southern portion of the Shipyard.

Light industrial/artist uses occupy ten buildings, approximately 189,000 gross square feet of building space. There are three main leases that include 561 studios and a total of approximately 700 individual business tenants. Maritime facilities at the Shipyard include 16,000 linear feet of berthing space in a varying configuration of piers, quay wall, and wharves. Another 8,000 linear feet of berthing is afforded in repair berths. There are docks of varying size at the Shipyard, including the large Drydocks 2,3 and 4, and three smaller submarine maintenance docks along the India Basin frontage. In addition to the developed portions of the Shipyard, there are areas that are identified as undeveloped open space along the southern shoreline

and on the grassy edge of Hunters Point Hill. There is also a 13 acre unoccupied level area adjacent to the Shipyard's north gate.

Existing Buildings

Approximately 40 percent of the Shipyard is currently in use, including buildings, outdoor space and shoreline. Forty-four of the Shipyard's 146 buildings and less than a third of its waterfront are in current use. U.S. Navy and supporting maritime activities occupy about half of this used space and the Navy leases ap-

proximately a third of the building space to private parties, mostly industrial uses and artists' studios. Less than half of the Shipyard's 3.2 million gross square feet of building space is currently occupied.

Existing Historic Resources

A number of specific properties on the Shipyard have been identified as eligible for inclusion on the National Register of Historic Places. These include the Hunters Point Commercial Drydocks Historic District (containing a remnant of the 19th century Drydock #1, the early 20th century Drydocks #2 and #3, two pumphouses, a gatehouse, a tool and paint building and the associated seawall) and two World War II era structures (Drydock #4 and the Ordnance and Optical Building).

Existing Biological Resources

As part of the environmental review process for the reuse of Hunters Point Shipyard, a survey was conducted in the spring of 1995 to determine the presence of and potential for sensitive plant species, sensitive wildlife species, and wetlands. Sensitive species include those listed by the U.S. Fish and Wildlife Service or by the California Department of Fish and Game as endangered, threatened, proposed for endangered or threatened status, or candidate species for endangered or threatened status.



Building 101 during Artists' Open Studio.

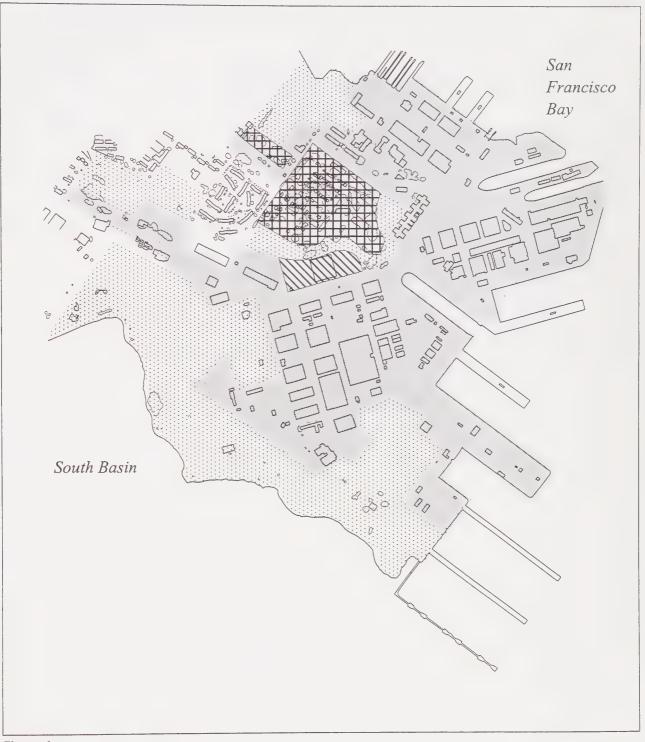


Figure 4

Existing Land Use

Source: Department of the Navy, Western Div., NAVFACENGCOM

Light Industrial/Mixed Use

Undeveloped

Administrative (Navy)



Historic Pumphouse Building #140 North of Drydock #3.

The study area included the Shipyard site's 515 upland acres and 443 submerged acres. The site is dominated by paved areas, disturbed areas and areas of landscaped vegetation. Nonnative vegetation species predominate, while wildlife on the site is typical of that found in disturbed urban areas of the region. Six small wetlands were found at the site, dominated by native species.

Although preliminary research indicated that a number of sensitive plant and animal species could potentially be found in the vicinity of Hunters Point Shipyard, biologists conducting the field surveys observed no endangered or threatened plant or animal species and no suitable habitat was determined to be available on the site to support these species. Several sensitive bird species are likely to be occasional visitors to the Shipyard site, using the site for foraging, but no suitable habitat is available for nesting.

Existing Archeological Resources

Previously recorded prehistoric resources on the Shipyard site included three midden or mound sites. These were removed in the 1950s or 1960s, when a hill was leveled to make room for U.S. Navy facilities. Due to this disturbance, it is unlikely that prehistoric archeological materials exist on the site

Existing Transportation Facilities

As shown in Figure 5, there are only two roadway access points into the Shipyard site. The north gate is located at the intersection of Innes Avenue and Donahue Street. The south gate on Crisp Avenue provides southern access, however, this gate is currently closed to traffic. An extensive roadway system exists withinthe Shipyard boundaries, although striping, signage and curbs are practically non-existent. On- and off-street parking is widely available throughout the Shipyard.

Although South Bayshore is gen-

erally well-served by public transit, direct Shipyard transit service is limited. Currently, the only Muni line providing direct service to the site is the 19 - Polk line, a crosstown bus line connecting Fisherman's Wharf, the Civic Center (and BART/Muni Metro), Showplace Square and Potrero Hill to the Shipyard. The Paul Avenue CalTrain station, west of Third Street, has limited stops for rail passengers travelling to and from the Peninsula to downtown San Francisco. The Muni crosstown 29-Sunset bus line provides a transit link between the Balboa Park BART station, the Paul Avenue CalTrain station and Candlestick Point Recreation Area near the Shipyard.

South Bayshore is traversed by two major north/south freeways - U.S. Highway 101 and Interstate 280 (I-280). Access to the Shipyard from the freeways is through South Bayshore neighborhoods using thoroughfares such as Cesar Chavez Street, Third Street, Evans Avenue and Innes Avenue.

Freight rail access is via the rail spur leaving the CalTrain main line near Carroll Avenue and proceeding to the Shipyard through the south gate. Rail movements are infrequent. Repairs of damage to I-280 caused by the 1989 Loma Prieta earthquake have temporarily restricted access onto that freeway, shifting truck traffic in South Bayshore onto Third Street. Truck access to the Shipyard is through the north gate via Third Street, Evans and Innes Avenue.

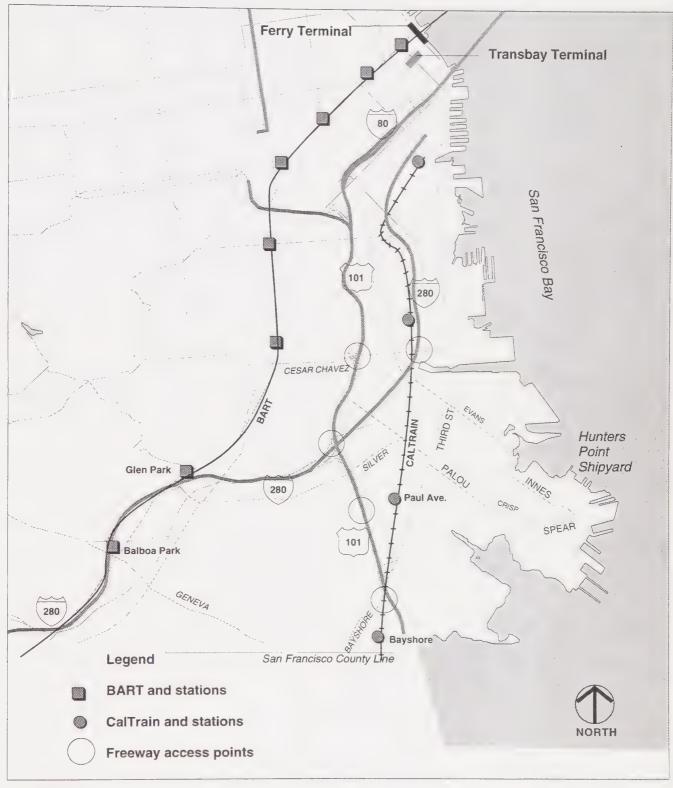


Figure 5 **Existing South Bayshore and Hunters Point Shipyard Transportation Features**

There are no sidewalks, pedestrian trails or bicycle routes within the Shipyard site. South Bayshore has several signed bicycle routes, but no pedestrian paths.

Existing Utilities

Fresh water is supplied to the Shipyard by the San Francisco Water Department via a system that was installed when the Navy took over the site in the early 1940s. Most of the pipeline is in aged condition. Water for both fire protection and domestic use is supplied from a main that runs parallel to Crisp Avenue. The water distribution system is a combined service system with water to fire hydrants, building sprinkler systems and former housing all tapped off the same main. Tests have shown that the system has insufficient flow for fighting fires in the former housing area.

There are two saltwater systems serving the Shipyard for fire protection purposes, neither of them currently operable.

The Shipyard's storm drain system was designed for a two-year storm event and continues to discharge by gravity directly into SanFrancisco Bay. Most of the system was built in the early 1940s as a combined sanitary/storm sewer system, but the two systems have now been largely separated. Deficiencies in the system include corroded pipes, leaky joints and pipelines and deterioration due to the presence of corrosive organic chemicals, settlement of soil and fill, seismic ground shaking and steep slopes.

The existing gravity sewer system was originally part of the combined sanitary/storm sewer system built in the early 1940s. The system's condition varies from good to very poor. Because the system was designed to handle both storm and sanitary flows, many of its pipes are oversized, resulting in low flow rates and sedimentation of solids. There is evidence that substantial amounts of industrial waste have flowed into the sewer system over the years.

Electrical service to the Shipyard is provided by Pacific Gas and Electric Company (PG&E) and consists of two lines which originate at PG&E's Hunters Point Power Plant and terminate at the Shipyard's main substation.

Natural gas is supplied to the Shipyard by PG&E via two service entrance locations - one along Crisp Avenue and the other at the corner of Galvez and Donahue Streets. Streets that are equipped with gas distribution lines include Crisp, Fisher, Galvez, Hudson, Innes and Spear Avenues. Several small loops and single lines then extend to serve the piers, drydocks and other buildings. Most of the natural gas system has been inoperative since the 1989 Loma Prieta earthquake. The system has generally required few repairs, although portions of the network do not meet current standards.

Most of the existing street lighting system is inoperative and does not meet current code requirements.

A network for compressed air distribution (installed for ship repair) extends throughout the Shipyard, although it is concentrated along the waterfront. The condition of this system is fair to good.

THE PLANNING PROCESS FOR HUNTERS POINT SHIPYARD

In 1991, following the Base Realignment and Closure Commission's determination that the Hunters Point Shipyard be closed, former Mayor Art Agnos appointed a Citizens Advisory Committee (CAC) to develop a blueprint for the City's reuse of the Shipyard site. The CAC, representing community and civic organizations, Shipyard tenants, educators and businesses, continues to be charged with the responsibility of collecting public opinion and working with City agencies to assure that the needs of Bayview Hunters Point and the City as a whole are addressed throughout the planning process.



February 1994 Conference and Public Workshop

The CAC Planning Guidelines

The decision-making process for the reuse of the Shipyard is complex, involving the CAC, a host of citizen groups and government agencies. The planning process establishes the roles of these various entities, as well as the timeframe during which certain actions must occur. The process, illustrated in Figure 6, began in earnest in 1993 when the CAC convened to formulate goals and preferred uses for the Shipyard site. The CAC adopted a set of planning guidelines to frame their ideas for the development and reintegration of the Shipyard into the social, economic and physical fabric of Bayview Hunters Point and the City of San Francisco at an intensive conference and public workshop which they sponsored in February 1994. These planning guidelines are outlined at right:

1. Create Jobs for Economic Vitality

Encourage land uses that will foster employment, business and entrepreneurial opportunities, cultural and other public benefits for residents of San Francisco. South Bayshore residents and businesses should be given priority. Legislative and administrative regulation mandating preference to south Bayshore residents and businesses in the course of the environmental remediation, redevelopment and reuse of the property should be used to facilitate this objective. Existing training and educational programs shall be supported and new programs created as needed.

2. Support Existing Businesses and Artists' Community

New uses should be compatible with existing South Bayshore businesses, Shipyard businesses and artists, and other sectors of San Francisco's economy. Maintain the large community of artists and artisans on the Shipyard, providing for their need for flexible low-cost space, while accommodating the full diversity of arts and culture in the South Bayshore community. Expand the scope of activities to accommodate the full range of arts and culture.

3. Create Appropriate Mix of New Businesses

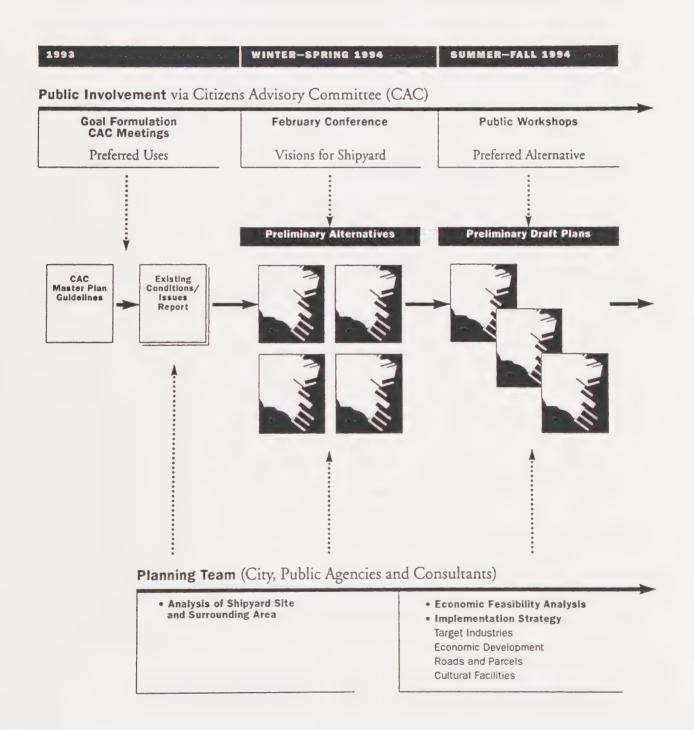
Encourage diversity with a mix of large, medium and small businesses to generate revenues for the City's general fund and stimulate the economy of the South Bayshore community. Diversify San Francisco's economic base by restoring its industrial sector with uses based on futuristic technologies tied to regional, national and international markets and economies. Target industries and businesses with a likelihood for long-term growth such as multimedia, biotech and video/film.

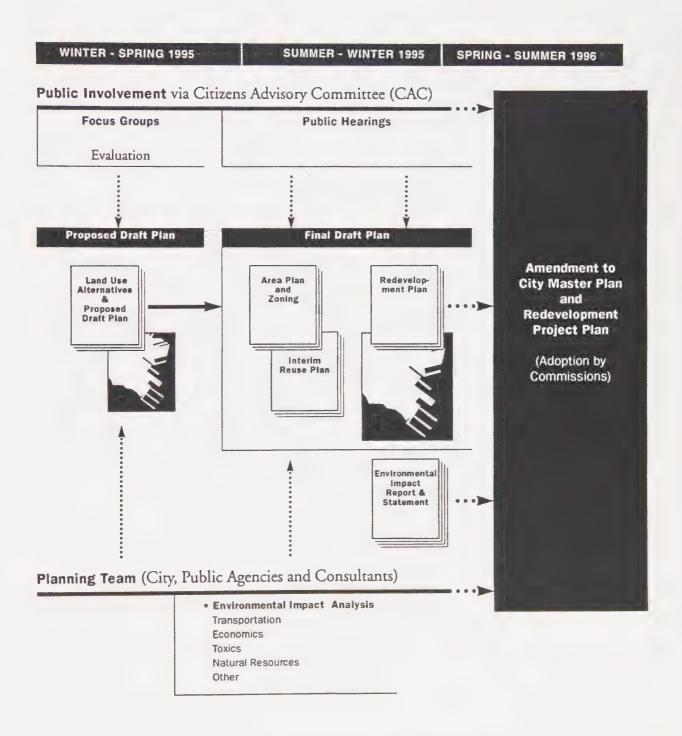
4. Balance Development and Environmental Conservation

Balance development with reclamation of the natural ecology of the southeast waterfront with targeted uses that are environmentally appropriate for the San Francisco Bay. Use the toxic cleanup process to develop training, employment and business opportunities consistent with Guideline 1.

Figure 6

The Planning Process for Hunters Point Shipyard





5. Facilitate Appropriate Immediate Access

Incorporate an action program to enable immediate access to existing Shipyard facilities, giving preference to South Bayshore businesses and organizations. Transitional uses in the Shipyard should be consistent with, and not deter, long-term development of the Shipyard in accordance with these Master Plan Guidelines.

6. Integrate Land Uses

Integrate new uses at the Shipyard into current plans for the Bayview area. Plan for the integration of passive and active open space, affordable housing, transportation and traffic circulation, while minimizing land use conflicts between housing and industry.

7. Acknowledge History

Include uses that acknowledge the history of the original Native American inhabitants of the Hunters Point area and historic relationship of Bayview Hunters Point's African-American community to the Shipyard.

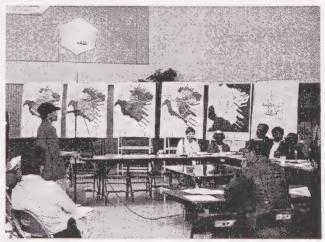
Six Community Land Use Concepts

Atthe February 1994 CAC community workshop, six Community Land Use Concepts were developed by participants within some basic site and program parameters. These six plans represent the earliest stage in the development of Shipyard land use alternatives. They were used by the Reuse Planning Team to develop four Preliminary Alternatives.

The Existing Conditions Report for Hunters Point Shipyard was also released in February 1994, its purpose being to provide basic information about the current conditions at the Shipyard site and to frame and summarize the most critical issues involved in the conversion of the Shipyard from federal military use to local civilian use.

Four Preliminary Alternatives and the Preferred Alternative

In June 1994, the four Preliminary Alternatives - Education and Arts, Industrial, Maritime and Residential - were presented to the CAC for public review, comment and direction. The Education and Arts Alternative was selected as the Preferred Alternative. Using feedback from the public meetings and information from technical consultants, the Preferred Alternative was refined, and patterns and structures that established a framework for development were tested by the Reuse Planning Team. This effort of refinement and definition of the Preferred Alternative led to the development of three distinct and detailed land use plans referred to as Three Preliminary Plans of the Preferred Alternative for the Shipyard.



June 1994 - Presentation to the CAC of Four Preliminary Alternatives.

Three Preliminary Plans of the Preferred Alternative

The Three Preliminary Plans of the Preferred Alternative were developed and evaluated through extensive meetings of the CAC, special Focus Groups and a Technical Advisory Committee. The three plans are described below:

Preliminary Plan A: Independent Land Use Zones features concentrated mixed use in the northern portion of the site, an extensive area for

research and developmentand industry in the south, a cultural arts district around the drydocks, an educational campus at mid-site and residential use at the top of Hunters Point Hill.

Preliminary Plan B: Main Street Vitality features a "main street" of mixed use, live/work, training, retail and pedestrian-friendly uses along a transit corridor that loops from North Gate to South Gate.

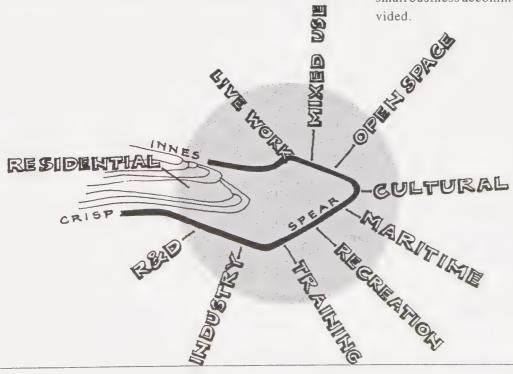
Preliminary Plan C: Places of Distinction is distinguished by three key elements: research and development uses are located in the northern portion of the site; two mixed use areas are planned - one to the north and one to the south; and a major open space network is featured, including a large "central park" extending from the top of Hunters Point Hill to the central waterfront.

The Three Preliminary Plans were subjected to a detailed evaluation structured within the generalized categories of the CAC's planning guidelines. From this review, the Reuse Planning Team reached consensus on the elements of a Proposed Draft Plan which would best satisfy guidelines, successfully accommodate all the targeted uses for the Shipyard and establish a character of place suitable to an area of distinction for San Francisco and the Bay Area.

Proposed Draft Plan

The Planning Team's findings were translated into a series of key elements which provide the framework of the *Proposed Draft Plan*. The *Proposed Draft Plan* was published by the Planning Department and the Redevelopment Agency as part of the *Land Use Alternatives and Proposed Draft Plan* in March, 1995. The key elements are as follows:

- Arts and Industry: The plan concerns the synergy between arts and industry, providing a creative, entrepreneurial, expansive growth site for substantial employment, cutting edge new businesses and cultural/arts ventures.
- Mixed Use a Workplace of Variety and Interest: Two distinctive mixed use areas are planned north and south. In these areas, more moderate densities will be encouraged and the reuse or reconstruction of multistory buildings will be facilitated. Layers of mixed use activity within buildings might include galleries or retail at ground level and studio, media or incubator business spaces above. Live/work options, with affordable arts and small business accommodations will be provided.



- Education Throughout: Through the identification of numerous education and training sites and the encouragement of cross fertilization among arts, culture, education and industrial uses, education will be a pervasive theme of the Shipyard's redevelopment.
- Incubator to Production: The Hunters Point Shipyard Land Use Plan with its extensive land areas and varied settings for investment will accommodate both incubator businesses and their expansion to production facilities all on one site.
- Character and Variety in the Public Realm:
 A system of distinctive, accessible and varied public places will be an essential early element on the site establishing the character of place fitting to the importance of this new development area. This will include shoreline access and restoration, an urban waterfront plaza, a hilltop overlook with interpretive elements for the history of the site, a waterfront cultural center featuring African American, Shipyard and site history, and a major sports and recreation park extending from the main street to the central waterfront.
- Main Street at the Shipyard: A circulation loop of major streets from the North to the South Gates provides an address of distinction to all major uses planned for the Shipyard.
- Water to Water: The Hunters Point plan features a central avenue along the Spear Avenue alignment, reaching from water to water and emphasizing the outstanding waterfront setting of the site.
- A New Regional Destination: Through the marketing, phasing and financing of site



View of Downtown San Francisco and the Bay Bridge from the Shipyard's Northeast Waterfront.

improvements, the transformation of the Shipyard is focussing on the community-expressed goals of making the site a new regional destination for Bayview Hunters Pointresidents, along with workers, visitors and all members of the diverse Bay Area community.

• Site Improvements = Economic Improvements: A parallel initiative toward economic development, focussing on jobs, training, business and ownership opportunities for the Bayview Hunters Point community and the City as a whole, is integral to every step in this land use plan.

Figure 7 shows The *Proposed Draft Land Use Plan* for Hunters Point Shipyard as published in March 1995. It illustrates the proposed locations for major land use categories and reflects land use considerations that retain Building 101 and re-alignment of the circulation system to provide major arterial access from the North Gate.

The Land Use Alternatives and Proposed Draft Plan was unanimously endorsed for further study and environmental analysis by the Hunters Point Shipyard CAC on February 14, 1995, the Redevelopment Commission on February 28, 1995, the Planning Commission on March 2, 1995 and the Board of Supervisors on March 6, 1995.

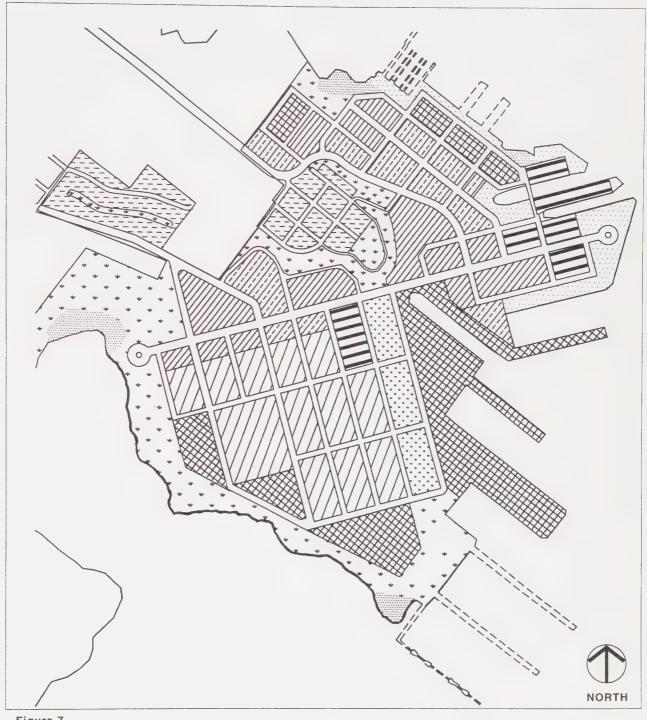


Figure 7 **DRAFT LAND USE PLAN, MARCH 1995**



Educational/Cultural/Historical Mixed Use

Research and Development



Retail Artist Studio Live/Work

Business Service



Open Space



Hard Surface



Residential

Industrial



Future Development

Residential



Possible Wetland Restoration

Figure 8

Summary of Alternative Process

1994

FEBRUARY

Community Plans













Preliminary Alternatives



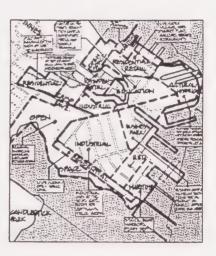






JUNE

Preferred Alternative



Primary Components

These Community Concepts were developed by participants at an all day CAC workshop, working within some basic site and program parameters. As community developed plans they represent the earliest stage in the development of Shipyard alternatives.

The Preliminary Alternatives all draw from a common list of potential uses. The differences among the alternatives can be found in the emphasis of one use over another. These differences are reflected in the extent of land allocated to an emphasized use.

On June 2, 1994, the CAC held a community workshop to review the Preliminary Alternatives. As a result of public comment and consideration of CAC Master Plan Guidelines, the Arts and Educations Alternative was endorsed for further study.

Setting and Participants

Speakers with a broad national perspective on base closures, employment training, arts development, and CAC and community members.

City agencies, consultants, CAC representatives, private development experts and continuous review by the Land Use and Economic Development CAC subcommittee. CAC, City Agencies and Office of Military Base Conversion.

1994

NOVEMBER

Preliminary Plans



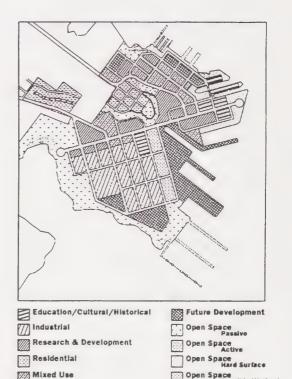




1995

MARCH

Proposed Draft Land Use Plan



Primary Components

The Preliminary Plans are variations of the Preferred Alternative developed during an October 1994 design workshop. Each of these three plans builds on the general direction in the Preferred Alternative. Subjected to rigorous evaluation, the most promising and compatible elements of each plan were identified as key elements of the Proposed Draft Plan.

The Proposed Draft Land Use Plan is characterized by a focus on Arts and industrial land uses that are carefully tailored to the realities of the site and its distinctive economic opportunities. This proposed plan provides a rational assembly and design of the best features of the three Preliminary Plans.

Setting and Participants

July Through October 1994 was a time devoted to "Designing the Preferred Alternative." Participants included full CAC review, public working sessions with design professionals, regulatory agencies and the community.

HUNTERS POINT SHIPYARD PLAN

Hunters Point Shipyard Neighborhood Visions

As illustrated in Figure 9, the major natural and designed features of the Hunters Point Shipyard Plan Area are:

- The "Main Street" loop with a strong built edge;
- The Open Space system of waterfront trail, urban open space, the hill point, and the "central sports park" all linked together;
- The views to the north, east, and southwest as well as major focal points on the site such as the Drydocks and the Regunning Crane on the waterfront;
- Major points of arrival from the north and south.

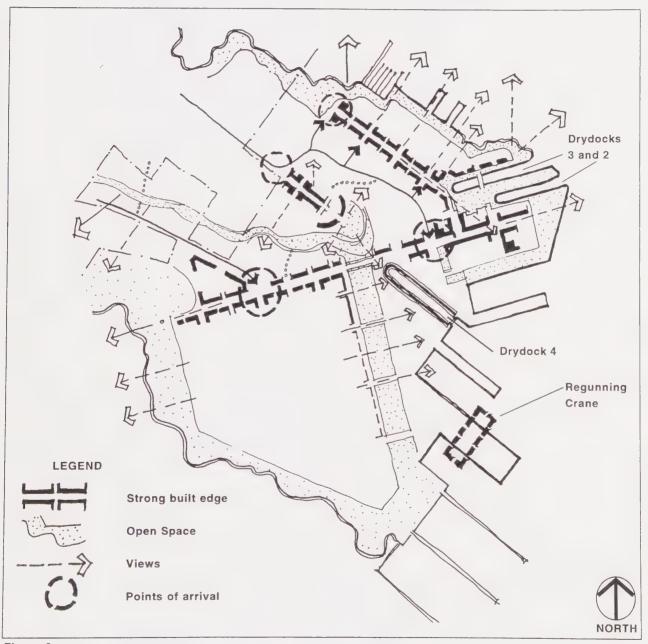


Figure 9
Key Urban Design Concepts

Hilltop Vision

Housing on the hill should be developed to form a moderate density residential neighborhood, with a mixture of traditional small lot development along with options for whole block development which maintains the small-scale character. (See Figure 11.) A few existing historic dwelling units on Hudson Avenue should be preserved and respected in the design of new housing on this street. The hill is elevated above the commercial and industrial areas, and the dwellings should be organized to maximize the excellent views to the water and accentuate the hill form without disrupting the urban pattern when viewed from other areas. Site and structural design should be energy- and resourceefficient and, at a minimum, consider use of both active and passive solar systems. Sun exposure of public and private open space should be maximized.

The core of the residential area on Innes Avenue will be the area with the greatest density and height to accentuate the hill crest. Small-scale local-serving retail and services should be provided at the ground floor at the corners of Innes and Friedell. The housing on the side streets overlooking the bluffs can be lower density, with one- and two-family dwellings separated to allow views between the buildings. Buildings along the cresent demand special design attention, as they provide a strong identity for the neighborhood. The crescent borders small neighborhood-serving play areas uphill and fronts on Hill Point Park which will serve the entire area with exceptional open space opportunities.

The housing area is divided into three density types. The highest density areas should be located on the Innes Avenue extension. Moderate density should be provided along Jerrold and Hudson Avenues and on the hillside parcel. Lower density should be provided on Kirkwood and on the eastern side of Hudson. Maximum build-out would yield a total of approximately 610 dwelling units on the eastern portion and approximately 200 units on the western hillside portion.

Residential uses in multiple-unit buildings and single-family dwellings could be mixed as appropriate within the density and height limits established. Minimal ground floor neighborhood serving commercial

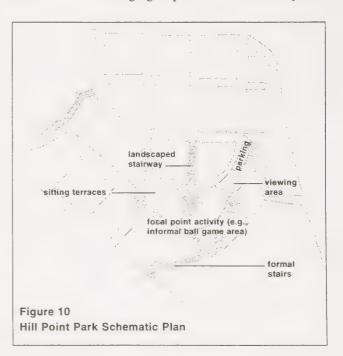
support should be integrated into the neighborhood fabric at the corner of Friedell and Innes Avenue extension.

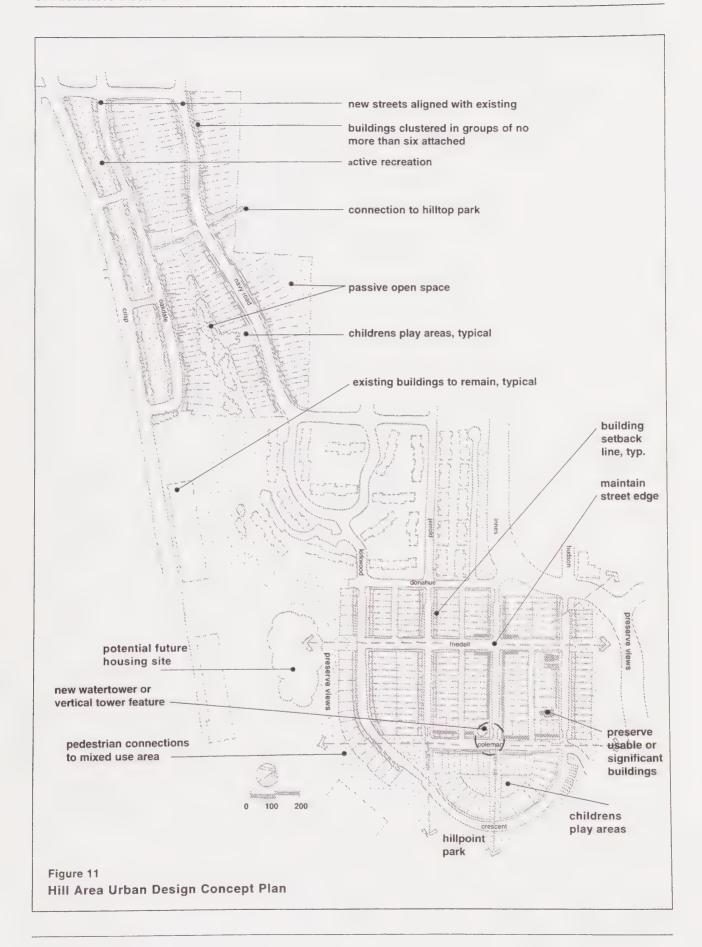
Single lot development is encouraged for lots on the south side of Hudson, the north side of Jerrold, the south side of Kirkwood and for the lots on the cresent. If multiple lots are used for development, there should be one entrance every 25 feet. Multiple lot developments should be distinguishable at 25 feet increments and modulated at 50 feet.

Texture and detailing of building faces visible from public streets should be consistent with similar residential districts in the City.

Parking garages should be paired to minimize curb cuts with a maximum ten feet per driveway. Multilot development may be built on a parking plinth to take advantage of the natural slope of the site. Such parking should be accessed along the north-south axis. Surface parking lots are strongly discouraged.

Hill Point Park (see Figure 10) is an open space approximately three acres in size and located at the southeastern end of the hill-top residential area. It is semicircular in shape, rather flat and features spectacular views. The park is intended to function foremost as a neighborhood park for residents on the hill. Hill Point Park will serve all age groups and a wide variety of





activities. Itshouldinclude children's play areas, sitting areas, picnic and barbecue areas, lawns for playing softball and frisbee, areas for large neighborhood gatherings as well as places for quiet relaxation. The park is envisioned as informal and flexible with softscape (e.g., landscaping and grass) as well as hardscape (e.g., pavements and other hard surfaces) in areas that are heavily used. The park design should enhance views. Since the site slopes slightly a series of terraced areas could be considered. Pedestrian paths should connect the park to the commercial area on Spear Avenue and a walkway with a formal stair design at the foot of the hill should also connect it to Central Sports Park and to Lockwood Landing Plaza.

Another function of Hill Point Park is as a lookout point since it provides a great overview of the Shipyard as well as spectacular vistas of the Downtown, East Bay and South Bay. For this reason a formal landscaped viewing area with seating should be created, somewhat separate from the neighborhood portion of the park and provided with an appropriate number of parking spaces.

The park together with a new neighborhood center/museum building can also be envisioned as an incubator of new concepts and ideas, where residents, artists, educators, manufacturers, apprentices, school children and researchers come together in a creative learning process to devise ideas, ways and strategies as to how the Shipyard should evolve. Certain tenets or themes could be developed (e.g., energy conservation, environmental responsibility, the neighborhood as a holistic learning environment) which would inform the implementation and construction of the site as well as set an example and disseminate ideas for new ways of manufacturing, doing business, living and building. This center would be another element in fulfilling the overall goal of the Shipyard as an education/learning/ arts center and a beacon for innovative ideas.

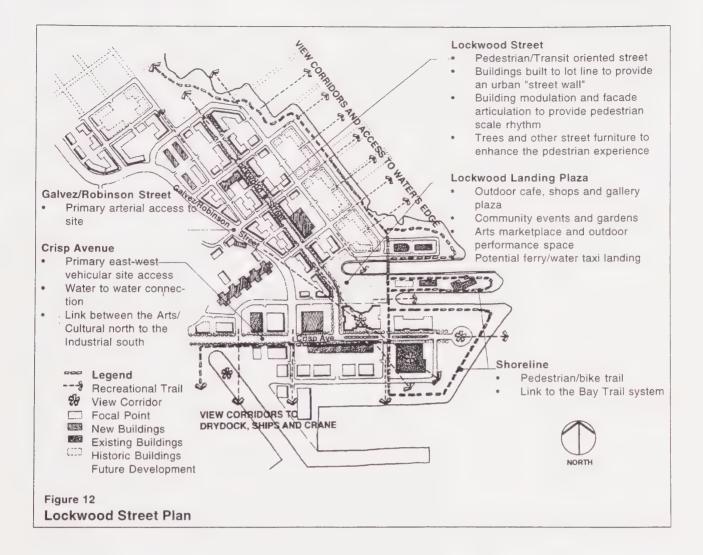
Lockwood Landing Vision

The district north of the hill and Drydock 4 and bounded by the water's edge is proposed to be a moderate density commercial district with a wide range of retail, small business and living opportunities, and a

keen awareness of its industrial waterfront history. The Lockwood Street mixed-use area, the Lockwood Landingcultural area with educational/cultural facilities, and an urban multi-use plaza will be connected with a pedestrian and transit-oriented "main street" loop. (See Figure 12.) The mixed use area on Lockwood will encourage upper story housing or live/work and a variety of commercial enterprises, artist studios, retail, and business services on the ground floor. It is important to provide a fine grain of development with frequent entrances, variation in building and activities to achieve an attractive visual character. These qualities are more important in this mixed use district than anywhere else on the Shipyard. Buildings will be three to five stories with parking oriented to alleys and side streets. Views and access to the waters edge and the major historical and cultural buildings should dominate the character of the area.

An urban open space, approximately two and a half acres in size, represents the central focal point of the northern mixed use area, previously refered to as Lockwood Landing. This important urban open space is refered to here as Lockwood Landing Plaza. It is here that all uses and users - commercial, small business, restaurants, an arts market place, arts studios and museum will meet to take advantage of the unique waterfront characteristics of this site. Extending the daily activities on the site, this area can be programmed for daytime and evening uses serving employees and residents of the area, as well as the regional population drawn to attractive waterfront cultural and commercial activities. This plaza is also one of the possible locations for a ferry landing at the Shipyard.

Public plazas, performance spaces, quiet waterfront promenades and commercial uses will share magnificent views of the Bay Bridge, East Bay and South Bay. The plaza will wrap around the western end of historic Drydocks 3 and 2 and serve as a focal point for many uses. This area will provide access to the historic brick pump house structures that line the drydocks and are planned for restaurant and commercial reuse. The plaza will also serve as the southern gateway to Lockwood Street and invite use by residents, business people, artists and visitors.



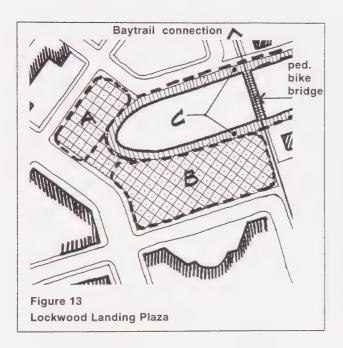
The design character of this plaza can take advantage of its waterfront location by retaining both solid monumental character and engineering interest of the drydocks. This character features the detail and human scale of the historic pumphouses, inviting vititors to the edge of the site and of the City. It celebrates the views and the sense of regional orientation, beckoning allusers of the Shipyard site to join in the many activities of this flexible space. Lockwood Landing Plaza is envisioned as having the most urban character of all of the open spaces in the Shipyard. Relating to the adjacent land uses as described above, the space will consist of three parts. (See Figure 13.)

Part A - The Marketplace, at the foot of Lockwood Street, can serve as a gathering place for the entire Shipyard site. It is here that cafes, shops and galleries can spill out onto the plaza area. Outdoor markets could be held here. Visual and pedestrian links to Drydock 3 can be provided. This area would be predominantly paved.

Part B - This portion of the plaza is the larger portion of the open space at the end of Drydock 2. It will serve as a forecourt to Lockwood Landing cultural area, a complex of performance, display and museum spaces conceived for the blocks to the south. Portions of this space will be visible as the terminal point of

Lockwood Street. Flexible use will be essential and should include some green space or intensive garden symbolizing the rebirth of the site. This is where large festivals, community events and outdoor performances can be held while also serving as a location for both permanent and temporary exhibitions of art in public space.

Part C - The promenade and pedestrian bridge will serve to bring people to the water's edge. This access to the water will provide a sense of the past uses and permit the wonderful passive enjoyment of the waterfront with links to the Bay Trail.

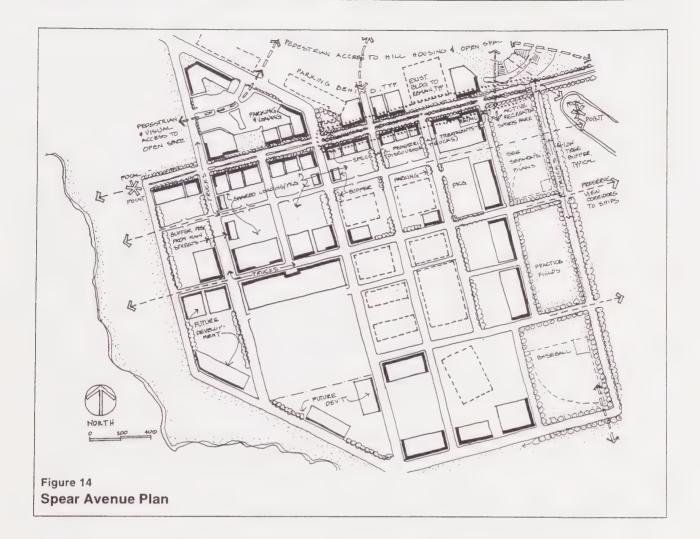


Spear Avenue Vision

The district south of the hill and the Drydock 4 area is proposed for flexible large lot and low-rise development. (See Figure 14.) The primary streets and open spaces should be bordered with a stronger built edge and landscaping. Although low in density, the development should be of an urban character. On southern Spear Avenue, the mixed-use district and Research and Development land use areas should be between two and six stories, designed to encourage pedestrians and transituse. The ground floors along this street should be devoted to business services, retail, or other active uses, with upper story live/work and residential uses encouraged.

"Central Sports Park," a major 15 acre sports and recreation facility, is planned in the southeast portion of the Shipyard. Roughly the size of the City's Dolores Park, this park will physically link the Hill Point park at the south end of Hunters Point Hill with the waterfront open space at the southern tip of the site. Neighboringuses are the education and job training center and industrial uses to the west, and maritime uses on the east side. Baseball diamonds, basketball courts, tennis courts and other sports facilities will provide recreational opportunities not only for residents of the Shipyard, employees of the adjacent industrial and research and development firms, but also for students at the job training center, employees of Shipyard businesses in the northern sector, and the nearby Bayview Hunters Point neighborhood. In addition, the facilities will also serve the citywide demand for playing fields.

The objective is to develop active recreation facilities that serve the Hunters Point community as well as satisfy citywide demand.



The active recreation facilities will occupy three city blocks. The two northern blocks (Blocks 1 and 2) will be 300 feet by 600 feet in their outer dimensions. It is recommended that Block 3 extend further to the west in order to accommodate regulation size baseball fields. The three blocks are aligned along the eastern edge, so that a continuous view corridor is maintained. Parking should be arranged along the streets, and night lighting should be provided.

LAND USE

The land use plan for the reuse of Hunters Point Shipyard, illustrated in Figure 15, shows appropriate land uses for the Shipyard as identified through market research and analysis that considered:

- anticipated growth industries for the 21st century;
- matching the anticipated growth industries with local labor force skills and composition; and
- providing an appropriate and flexible land use plan that captures market opportunities to develop job producing industries and commercial activities.

Six general land use categories, each with a distinct function and character, are identified in this market responsive land use plan. As a whole, the land use plan minimizes land use conflicts while achieving the need to transform the Shipyard into a new, mixed use San Francisco neighborhood with clearly identified nodes of activity. The roadway system designed in coordination with this land use plan efficiently moves people, goods and services to and from the site, as well as internally at the Shipyard. Future development areas where no physical improvement is anticipated before 2025 are also shown on this plan.

OBJECTIVE 1

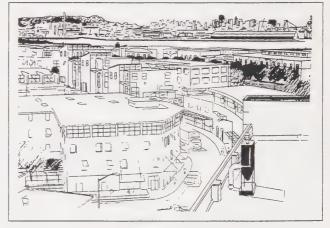
DEVELOP A BALANCED NEIGHBORHOOD OF BUSINESSES, CULTURAL FACILITIES, HOUSING, COMMUNITY SERVICES, EDUCATIONAL FACILITIES, OPEN SPACES AND RECREATIONAL FACILITIES THAT MINIMIZES LAND USE CONFLICTS AND IS INTEGRATED INTO THE BAYVIEW HUNTER POINT NEIGHBORHOOD.

The Bayview Hunters Point community as represented by the Hunters Point Citizens Advisory Committee (CAC) provided early planning guidance and recommendations for the development of a balanced and diverse new neighborhood at the Shipyard. These community concerns were addressed and reviewed in the two year development of a flexible land use plan for the site.

POLICY 1.1

Provide opportunities for a mix of large, medium and small businesses.

Lockwood Landing and the surrounding mixed use area provides the opportunity for small and medium sized business to begin operation. The industrial and research and development blocks south of Spear Avenue permit the start-up businesses from the Lockwood Street area to expand and grow. New businesses from other parts of San Francisco and from outside the City will have the opportunity to locate in this new industrial area.



Artist's Conception of Lockwood Landing with Downtown Skyline Beyond.

POLICY 1.2

Build and expand upon the Shipyard's existing arts and cultural-related businesses and facilities and provide a home for Bayview Hunters Point cultural activities.

Community support and market opportunities for the existing businesses at the Shipyard, particularly the arts activities, figure prominently in the land use plan for the Shipyard. These business activities are currently located in the vicinity of Lockwood Street where the land use plan provides opportunities for expansion and an exclusive focus for cultural and educational activities around Drydocks 2 and 3. Furthermore, business opportunities for artist studios and live/work developments are permitted throughout the Shipyard.

GENERAL LAND USE STANDARDS

The following uses are the targeted land uses for the respective areas of the Shipyard. Due to the overall arts and industrial theme for the Shipyard development, arts related spaces as defined in Section 102.2 of the San Francisco Planning Code should be permitted in all of these general land use classifications.

Industrial

Generally uses permitted in M-1 Zoning classifications as defined in Article 2 of the San Francisco Planning Code.

Special targeted uses include:

Medicinals and botanicals

Biological products

Trucking and courier services

Wholesale sales

Equipment leasing

Food products

Chemicals and allied products

Primary and fabricated metals

Electrical, electronic equipment and parts

Airport related ground transportation

Auto related services

Motion picture production

Printing and publishing

Warehousing and distribution

Research and Development

Generally uses permitted in M-1 Zoning classifications as defined in Article 2 of the San Francisco Planning Code.

Special targeted uses include:

Surgical, medical appliances and supplies

Ophthalmic goods

X-ray apparatus and tubes

Diagnostic substances

Electromedical equipment

Data processing

Telecommunication services

Precision instruments

Miscellaneous durables

Mixed Use

Generally uses permitted in SLR Zoning classifications as defined in Article 8, Section 816 of the San Francisco Planning Code.

Special targeted uses include:

Artist studios

Live/Work spaces

Residential

Galleries

Recording studios

Engineering research and development

Small education and health services

Small warehousing and distributions

Business and arts services

Real estate and insurance

Hotel and conference facilities

Local serving retail

Cultural and Institutional

Generally uses permitted in C-1 Zoning classifications as defined in Article 2, Sections 217 (e-i), 218 and 221 (a-h) of the San Francisco Planning Code.

Special targeted uses include:

Large education and training facilities

Museums

Theaters

Specialty retail

Restaurants

Galleries

Conference facilities

Residential

Dwelling units ranging in type from single family to multi-family residential developments providing a full range of community determined affordability needs. Within the residential district at the top of the hill small corner neighborhood commercial uses as defined in Section 710 of the San Francisco Planning Code.

Open Space

Urban Hard Scape

Active Recreation

Passive Recreation

Wetlands Restoration

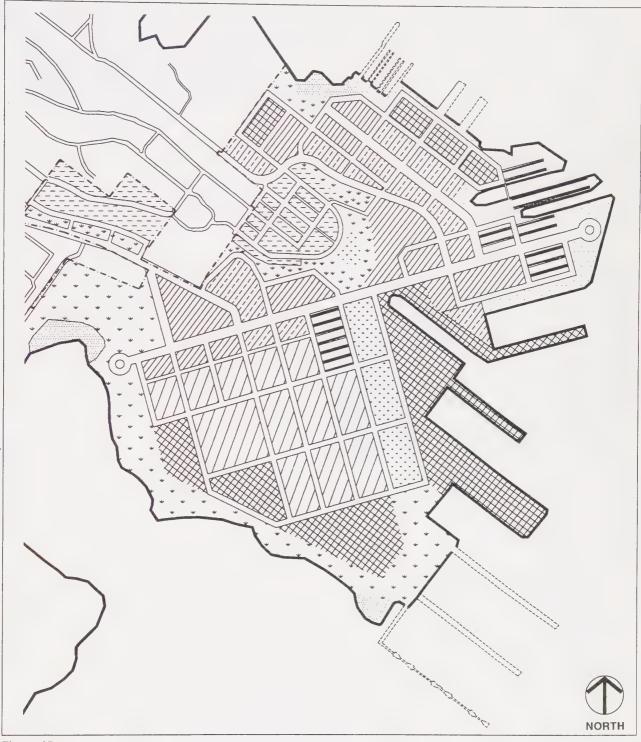


Figure 15 LAND USE PLAN Open Space Mixed Use Educational/Cultural/Historical Passive **Business Services** Retail Industrial Active Artist Studios Live/Work Research and Development Hard Surface Residential Future Development Residential Possible Wetland Restoration

POLICY 1.3

Avoid conflicts between housing and industrial uses.

Residential uses in all cases have been located on the hill and in mixed use areas. Major industrial activities are located in the southern portion of the site and as far away from the housing as is physically possible. The truck routes designated to serve the Shipyard avoid these residential areas. By physically separating the designated truck routes and industrial areas from residential areas the potential conflicts between housing and industrial uses are minimized.



View of Downtown San Francisco and the Bay Bridge from Hunters Point Hill.

POLICY 1.4

Create a variety of retail, services and recreational uses that benefit Hunters Point Shipyard residents and workers.

In order for the Shipyard development to meet the needs of future residents and workers, a full range of services must be provided. Retail and business service uses are targeted for the mixed use areas, with major new recreation facilities linked to both residential and employment areas. A variety of on-site services should help reduce automobile oriented trips while decreasing the need for off-site services.

POLICY 1.5

Ensure new uses are compatible with existing Bayview Hunters Point land uses. Providing new uses compatible with existing uses at the Shipyard should minimize potential conflicts between the current uses and future uses of the site. Furthermore, the existing and historical land uses reflect a pattern of development that is generally appropriate for the existing geography of the site.

POLICY 1.6

Encourage viable uses that attract visitors from the Bayview Hunters Point community, the City and the entire Bay Area to the Shipyard.

Visitor oriented activities will play an increasingly important role in meeting the needs of the artists currently located at the Shipyard. Future Shipyard visitors - from as near as the Bayview Hunters Point neighborhood and from around the world - will continue to be important markets for the arts. Neighborhood visitors should also have full advantage of regular access to the San Francisco waterfront and the community facilities.

POLICY 1.7

Provide a site for a community center and/or a multipurpose conference facility.

Included in the uses that are compatible with the anticipated development at the Shipyard is a multipurpose community facility. The flexibility of multipurpose use of this building needs to embrace the opportunities from community based meetings to arts programming to conferences related to the other industrial and commercial users at the Shipyard.

POLICY 1.8

Encourage and provide incentives for education uses, as independent facilities or integrated with other uses throughout the Shipyard.

Education and educational uses that contribute to job training opportunities are important components of the community reuse vision for the Shipyard. Education and training opportunities should be integrated throughout the Shipyard development pattern.

POLICY 1.9

Provide a system of parks, open spaces and recreational facilities that benefit Hunters Point Shipyard residents, workers, visitors and other City residents, and provide linkages to open spaces outside the Shipyard.

Open space facilities that meet neighborhood and City needs are important development opportunities at the Shipyard. Access to the shoreline and the continuation of the Bay Trail are valuable open space assets for all visitors and users of the site. Additional details on the proposed system of open space are provided in the *Recreation and Open Space* section of this Plan.

POLICY 1.10

Retain Future Development Special Use Designation (FD-SUD) areas of Hunters Point Shipyard for planning and development after 2025.

Market analysis conducted during the planning process indicated that, during the phased implementation of this Plan (1995 - 2025), demand for the Plan's targeted land uses would be met using less than the full Shipyard site. Approximately 74 acres of the

Shipyard site have therefore been retained as Future Development Special Use Designation (FD-SUD) areas, and are intended to be planned and developed following the last phase of this Plan's implementation. The FD-SUD areas include a parcel near the north entrance to the site, three contiguous blocks on the northeast waterfront, the waterfront area around Drydock 4 and the regunning pier, and three parcels along the southwest edge of the industrial district south of Spear Avenue.

POLICY 1.11

Ensure that the Hunters Point Shipyard Plan's land use implementation phasing program is followed and meets anticipated market demand for land.

The land use phasing program described in the *Implementation* section of this Plan is essential to achieving the overall objectives of the Hunters Point Shipyard Plan in terms of site clean-up, physical site improvements, maintenance of interim leasing sites, meeting market demand and enhancing job creation opportunities for residents of Bayview Hunters Point and San Francisco as a whole.



Artist's Conception of Job Training Center at the Shipyard.

TRANSPORTATION

A transportation network has been planned for the Shipyard which largely retains the existing pattern of streets, adapted for improved parcel configuration and the establishment of a transit loop. Issues such as retention and enhancement of water views and orientation from entry gates to important activity nodes and landmarks have also helped shaped the network design.

The existing local street and transit access to Hunters Point Shipyard is limited, with only two arterial streets and one bus line providing access through the Shipyard. The steep terrain and extensive shoreline of the Shipyard constrain increased access, requiring a creative approach in planning an appropriate transportation system.

Transportation for Hunters Point Shipyard will be multi-modal, providing for mass transit, private automobiles, bicycles, pedestrian travel, and goods movement. Potential for water-borne transportation will also be supported. The transportation objectives and policies for the Hunter's Point Shipyard have been designed to be consistent with the objectives and policies of the Transportation Element and the South Bayshore Area Plan of the City's Master Plan, along with the other objectives and policies associated with the Shipyard Area Plan. This section describes the objectives and policies associated with the transportation network, system of streets, mass transit, pedestrian and bicycle access, parking, along with goods and services movement particular to the Shipyard. Methods of managing the use of the transportation network are also discussed. Other Citywide policies, standards and guidelines for transportation and circulation have been considered in identifying the transportation objectives and policies for the Shipyard.

Transportation Network

OBJECTIVE 2

DESIGN A TRANSPORTATION NETWORK WHICH PROVIDES MOBILITY, HELPS GUIDE DEVELOPMENT AND IMPROVES THE SHIP-YARD'S ENVIRONMENT.

Transportation helps form the very shape and character of a neighborhood. Providing appropriate and sufficient transportation services which link Hunters Point Shipyard to the rest of the City and the region is a complex yet crucial component in the development of the Shipyard into a vital and cohesive neighborhood. One of the most difficult challenges for the Shipyard is to accommodate transportation to and throughout the Shipyard while maintaining and enhancing the Shipyard as a desirable place in which to live, work and visit. To successfully meet these challenges, a wide range of planning issues must be addressed in addition to the movement of people and goods, including land use and urban design, infrastructure needs, environmentally sensitive conditions and economic vitality. An examination of the interrelationships of all the planning components with a balanced multi-modal system is critical to ensure consistency with and supportive of the City's Master Plan and the Mayor's Citizens Advisory Committee planning guidelines for the Hunters Point Shipyard reuse plan. The high cost of transportation investments underscores the need for comprehensive planning.

POLICY 2.1

Provide choices among modes of travel and accommodate each mode when and where possible.

A transportation system should allow people to move freely both within and between communities. Development of the Shipyard (along with continued growth of the rest of the City and region) cannot depend solely on the automobile given the continued congestion on the roadways, concerns for cleaner air, and the high cost of infrastructure development and maintenance. The Shipyard's plan for transportation recognizes that the wide range in the types and purposes of trips demand

that a full range of transportation modes and choices are available and appropriately accommodated. This comprehensive, multi-modal transportation plan includes the street system, mass transit, pedestrian and bicycle access, parking, and goods movement, as well as the potential for water-borne transportation. Each component plays an important role in the effectiveness of the overall transportation system for the Shipyard and the City.

POLICY 2.2

Provide efficient, reliable, safe and convenient transportation services.

Provisions should be made in the design of the transportation system and facilities to ensure for the safe and convenient operation of transportation services. Affording safety and convenience for all transportation users, whether they are transit riders, drivers, freight deliveries, pedestrians or cyclists, is a challenge where right-of-way space is limited and must accommodate multiple functions. Wherever traffic conflicts in different modes may exist, safety should be given priority. Particular attention must also be given to transportation facilities and services to ensure safety and convenience, including transit scheduling that is coordinated and responsive to demand, comfortable and safe waiting areas, good regional connections and clear pedestrian and bicycle route signage.

POLICY 2.3

Encourage water-borne transportation in support of the mixed-use/cultural district, and, when feasible, as an alternative mode of travel.

Like San Francisco on a smaller scale, Hunters Point Shipyard is virtually surrounded by water, and may benefit from the renaissance of water-borne transit on the Bay. An appropriate location for a ferry/water taxi terminal would be within walking distance of the cultural/mixed use districts and residential areas, and within two blocks of a major transit stop. Development of the waterfront edge and docking areas should be designed, constructed and maintained in a manner that

does not preclude water transportation facilities when ferry or water taxi service becomes feasible. Links to a growing visitor and event use of ferries at key points along the San Francisco waterfront (Presidio, Fisherman's Wharf, Fort Mason, the Ferry Building, Treasure Island and others) are desirable, as is a potential mid-stop point for water taxi service to and from the San Francisco and Oakland airports.

POLICY 2.4

Assure accessibility for all travelers to and from the Shipyard, including those with disabilities.

A comprehensive network of transportation modes must meet all applicable local, state and federal codes, including the Americans With Disabilities Act and Title 24 of the California Building Code. Accessibility for all travelers, including those with disabilities, should be assured among modes of travel are provided. Accommodating each mode when and where it is appropriate requires a balance of effectiveness in meeting the transportation demand, financial, environmental and social impacts, and convenience.

POLICY 2.5

Plan and locate transportation facilities to help preserve the historic fabric of the Shipyard, the natural landscape and views.

The limitations of access to the Hunters Point Shipyard pose special challenges, particularly the dramatic and nearly remote setting, but are also significant features of its unique identity. New approaches to transportation planning which support the desired uses and activities for the Shipyard's reuse is required. Given the Shipyard's extensive shoreline, the opportunity to accommodate water-borne transportation should not be precluded by waterfront development. The relationship between transportation and land use must be recognized in order to facilitate desirable change at the Shipyard and to preserve that which is important to the community. The transportation network planned for the Shipyard, as shown in Figure 16, will have a large influence on development patterns and quality of the overallenviron-



Figure 16
TRANSPORTATION SYSTEM



ment. Conversely, the urban design and land uses proposed for the Shipyard will need to support the efficient performance of the transportation system.

POLICY 2.6

Encourage the proper development of a transportation system that serves the residents, employers, employees and other users of the Shipyard through the establishment of a funding mechanism supported by and responsive to the beneficiaries of the Shipyard development.

The needs for a comprehensive, multi-modal transportation system serving the Shipyard are determined, among other factors, by the people using the transportation system, the type of trips they make, the type of land use located in the Shipyard, the level and magnitude of the transportation investment desired, and the timeframe of its implementation. Consistency with the Shipyard Area Plan and other plans and elements of the Master Plan are of great importance. To ensure that the orderly and responsive development and operation of the transportation system is implemented and financed, a cooperative financial agreement between developers, property owners, employees and other tenants and the City may be necessary. Such an agreement must strive for an accurate, manageable and equitable assignment of financial obligations suiting the needs of the parties involved, and must also be flexible enough to adjust to the changing demands and responsibilities of building and maintaining the transportation system. Possible models for an agreement include assessment districts, tax increment structures and development fees.

POLICY 2.7

Ensure that the Hunters Point Shipyard Plan's transportation implementation phasing program meets the development needs for efficient movement of goods, services and people.

The transportation system phasing program described in the *Implementation* section of this Plan is essential to achieving the overall objectives of the

Hunters Point Shipyard Plan in terms of site clean-up, physical site improvements, maintenance of interim leasing sites, meeting market demand and enhancing job creation opportunities for residents of Bayview Hunters Point and San Francisco as a whole.

Street System

OBJECTIVE 3

ESTABLISH A STREET CIRCULATION SYSTEM FOR THE SHIPYARD WHICH IS FUNCTIONAL AND DESIGNED TO BE CONSISTENT WITH AND COMPLEMENTARY TO ADJACENT LAND USES, AND HAS THE GOAL OF PROVIDING EFFICIENT TRAFFIC FLOW.

The Hunters Point Shipyard street system should be designed, scaled and built to accommodate the many activities envisioned in the plan area, and to maintain the optimal balance in transportation modes. A functional system of arterial, local/collector, residential, and transit streets and alleys, as shown in Figure 17, should be established, consistent with the Hunters Point Shipyard character of land uses. Streets cape design including street and sidewalk width, trees, plantings and street furniture should further delineate streets on which pedestrian use and transit use are priorities, and streets for more intimate neighborhood interaction or major arterial movement.

POLICY 3.1

Integrate the Hunters Point Shipyard street system with the surrounding structure of City streets.

By utilizing the two existing entrances to the Shipyard and working with the existing on-site street pattern both on and off the Shipyard, a modified street network will accommodate early interim uses while adapting to phased long range development, minimize initial capital investment, and connect to surrounding areas. Galvez, Crisp and Spear Avenues will serve as the primary streets within the Shipyard which will



Figure 17
TRANSPORTATION - STREET HIERARCHY



Arterial Street

An arterial street connects one district to another, experiences high traffic volumes, and may serve as a transit street as well. Galvez, Spear and Crisp Avenues serve as the major arterials for the Shipyard. Arterials are larger scaled with twelve- to sixteen-foot wide travel lanes, eight- to fourteen-foot wide medians, provisions for curb parking, and commuter bicycle lanes. In addition, arterials need to be scaled to accommodate cross town mass transit. The arterial streets for the Shipyard range from 72 to 100 feet wide.

Transit Street

Transit streets within the Shipyard include Lockwood Street serving the mixed use area in the northeast portion of the site; Spear Avenue connecting the east and west sides of the Shipyard; and Crisp Avenue connecting the southern entrance of the Shipyard. The emphasis is on the movement of transit vehicles and pedestrians which require wide lanes, wide sidewalks, and other street amenities such as bus bulbs, shelters for riders waiting for bus service, and street furniture. Transit streets include Lockwood Street, Spear and Crisp Avenue, and are 72 feet wide.

Local/Collector Street

Local/collector streets traverse the plan area, collect traffic, and disperse traffic onto the arterials. Smaller scaled, local/collector streets are designed to accommodate local bicycle traffic, locally serving mass transit, and pedestrians, as well as trucks and automobiles. These streets are relatively low capacity streets which support traffic lanes wide enough to handle buses and some trucks. Local/collector streets will range from 60 to 70 feet in width with two twelve-foot wide travel lanes, tenfoot wide sidewalks, eight-foot wide curbside parking lanes, with some local/collectors streets having five-foot wide bike lanes. Collector streets are found within the mixed use, industrial and research and development areas of the Shipyard.

Residential Street

Residential streets will be scaled to allow slower, quieter travel to and from neighborhoods. The typical residential street width will be 58 feet allowing for ten-foot wide sidewalks, two eleven-foot wide travel lanes, and eight-foot wide curbside parking lanes.

Alley

Alleys are narrow rights-of-way intended primarily for service or parking access. They do not exceed 35 feet in width, sidewalks included.

produce a loop, linking the various areas of the Shipyard with the surrounding community. These streets abut areas planned for research and development, and mixed use. Unique to these streets are their ability to link physically and visually the Shipyard to the surrounding areas, including outstanding view corridors to the Downtown San Francisco skyline, San Francisco Bay and the Bay Bridge.

POLICY 3.2

Design the Hunters Point Shipyard street system to the minimum scale necessary to accommodate expected movement, provide accessibility, and minimize conflicts between vehicles, transit users, and pedestrians.

A primary reason for differentiating street traffic lane and sidewalk widths and characteristics is to attract the traveler to use the streets which are most direct to a destination and compatible with the adjacent land uses, while discouraging non-local travel through mixed use and residential areas. Minimizing street widths is desired to improve the appearance and livability of the diverse areas, and to make the most efficient use of space. South of Spear Avenue larger blocks characterize industrial uses which attract trucks and other non-local travel. Almost all the streets on the Shipyard will be improved to better accommodate future traffic volumes, and landscaped to add character.

Different transportation modes (vehicular travel, transit, pedestrian, bicyclists, and goods movements) are accommodated given the physical characteristics of the streets as described in the box to the left:

POLICY 3.3

Route through traffic away from residential neighborhoods and transit streets where possible, and limit major thoroughfares to nonresidential streets.

Non-local and large truck traffic may be discouraged from using residential or mixed-use streets by narrowing street widths and differentiating street character. Streetscape design including trees, other land-scaping and street furniture should further indicate

streets with heavy pedestrian use and transit versus streets for more intimate neighborhood interaction.

POLICY 3.4

Avoid cross traffic conflicts by reducing the number of intersections along major thoroughfares.

Large numbers of intersections along arterial streets reduce the average speed of traffic and encourages use of local streets for through movements. Use of regulatory devices along local/collector, residential street layouts which do not directly connect to arterials, and a good traffic control system along the arterials will help eliminate traffic conflicts.

POLICY 3.5

Establish significant entrances to Hunters Point Shipyard at the northern and southern points.

The entrances to Hunters Point Shipyard at Innes Avenue and Crisp Avenue serve as gateways. Landscaping, signage and other physical improvements should be designed to announce a sense of arrival and entry.

Mass Transit

OBJECTIVE 4

SUPPORT AND DEVELOP PUBLIC TRANSIT AS A PRIMARY MODE OF TRAVEL TO AND FROM THE SHIPYARD.

Mass transit will make a major contribution to the economic vitality and neighborhood quality of Hunters Point Shipyard. It is important that mass transit accommodate ridership demand for convenient service, safety and comfort. In developing the land uses for the Shipyard, consideration has been given to encouraging the use of mass transit by concentrating moderate density residential and mixed use development. To attract residents, commuter or visitors to using public transport, existing transits ervice for the Shipyard

must be improved to provide responsive scheduling (particularly for special events), comprehensive access (requiring minimal transferring) from other parts of the City, and good connections to all regional transit carriers serving San Francisco. While costly, unusual and attractive alternative means of transit, such as water taxis and ferries, or a funicular for hilltop access, may be justified depending on the level of activity at the Shipyard and the appeal of the mode in itself.

POLICY 4.1

Locate transit routes and develop the transit system to support and encourage more intensive growth on the Shipyard.

In order to be a viable means of travel to, from and within the Shipyard, transit must operate at a level of service that makes it a competitive and attractive alternative to the private automobile. Transit stops would be located conveniently to commuters who live and/or work at the Shipyard. Locating stops every 800 to 1,000 feet along the transit streets (in particular, Lockwood Street and Spear Avenue) will help enhance transit access. Initially, Muni diesel coaches will continue to operate at the Shipyard with possible shifts to electric trolley in the long term. Local transit connections to the Third Street light rail corridor, CalTrain and BART should be available to residents, workers and visitors from downtown, the East Bay Peninsula, and should be scheduled to meet peak period demand, off-peak regular service and connecting transit. In addition, several Munilines will be extended and/ or modified into and through the site, serving the Shipyard and completing links between the downtown and other areas within the City and the region.

POLICY 4.2

Expand local transit lines linking the Shipyard to the rest of the City and regional transit facilities.

Muni service should provide direct access to a broad area of the City, and should accommodate transit trips to and from any point in the City without requiring more than one transfer. The Muni bus lines that will

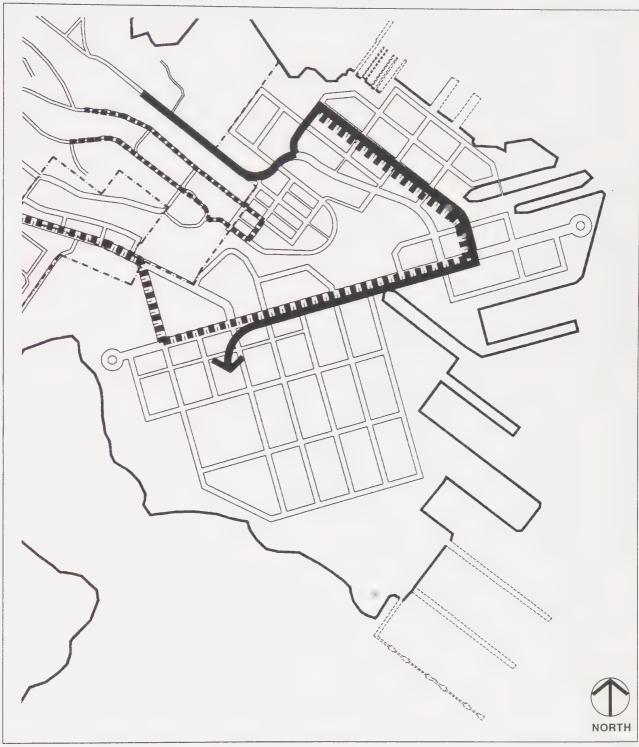


Figure 18
TRANSPORTATION - TRANSIT

19 Polk*
23 Monterey/24 Divisadero
54 Felton

* Exact location of 19 Polk Terminal to be determined

likely serve Shipyard travelers are the 19-Polk, the 23-Monterey, the 24-Divisadero, and the 54-Felton. (See Figure 18.) Service along these routes will provide direct connections to BART, Muni Metro and other Muni lines. It will also require modifications to schedules and possibly equipment to accommodate Shipyard growth and development. Additional extensions of other transit services should be provided to allow a direct connection to CalTrain and to other regional transit services.

Expanding the number of trips and hours of operation to the Shipyard, the 19-Polk (along the transit streets) will provide transit service to the residents and employees to/from Fisherman's Wharf, the Civic Center, South of Market and Potrero Hill as well as regional connections with BART, Muni Metro. The 54-Felton should be extended to serve the hilltop residential development, connecting the Shipyard with the Bayshore, Excelsior and Ingleside neighborhoods, along with connections to Balboa Park and Daly City BART stations. The South Bayshore Redevelopment district along Third Street will also be served. Extending the 23-Monterey along Crisp and Spear Avenues will provide a crosstown service that will serve the South Bayshore Redevelopment District, the San Francisco Zoo, Stern Grove, and will connect to Muni Metro near West Portal and to the Glen Park BART station. The 24-Divisadero would connect the Shipyard to Pacific Heights, the Western Addition, the Castro (and Muni Metro), Noe Valley, Bernal Heights and the Bayshore neighborhoods. The 23-Monterey will also be rerouted in the long term to serve the industrial development in the southern portion of the Shipyard. In addition, and close to the time of full build out of the Shipyard, the 24-Divisadero trolley route may replace the 23-Monterey, and be extended from its current terminal at Third and Palou Streets to the Shipyard along Palou, Crisp, and Spear Avenues, terminating near Innes/ Donahue Avenues.

POLICY 4.3

Coordinate regional and local transit systems and provide for safe and convenient interline transit transfers.

A coordinated effort by different transit agencies is important to the increased use of transit as a preferential means of transportation. Facilitating transfers between different transit modes and services (such as Muni to CalTrain) can be accomplished by establishing simplified and coordinated fares and schedules, and by employing signage and other features such as monitors which make transfers easier. Passenger loading and waiting facilities should be safe, convenient for transferring and comfortable, particularly where local transit connects with regional transit. BART stations generally meet these standards and are connected with the Shipyard by the 19, 23, and 54 lines. The CalTrain stations at Bayshore and Paul Avenue should be improved accordingly and served by Muni lines leading to the Shipyard. Other long-range regional transit improvements in the southeast part of the City should considered improved access to the Shipyard.

POLICY 4.4

Give priority to transit and pedestrians by developing a system of transit and pedestrian streets within the Shipyard which make using transit and walking more attractive and viable as the primary means of travel.

Transit improvements need to be concentrated on the principal transit streets of Lockwood Street, Spear and Crisp Avenues. Such improvements include lighting, shelter, comfortable waiting areas, landscaping and street furniture. Localized service routes along local/collector streets will also need improvements. Within the hilltop residential area, extensions of Jerrold and Friedell Streets will serve as minor transit streets. The design of local/collector streets serving the mixed use, research and development, industrial, and recreational land use areas south of Spear Avenue such as "J," Manseau and Morrel should encourage transit use. For successful operation of such service, facilities should be sited near good transit connections and major activity centers.

Pedestrian/Bicycle Access

OBJECTIVE 5

PROVIDE FOR SAFE, CONVENIENT AND PLEASANT PEDESTRIAN CIRCULATION AND BICYCLE USE AS MODES OF TRAVEL AND RECREATION.

Walking and bicycling are valuable modes of transportation, mostly for short distances. Since everyone is a pedestrian at certain times, the sidewalk is an important element for encouraging walking as a safe, convenient and pleasant transportation mode. The sidewalk is a space that is shared by everyone, and as such, conveys the character and overall image of a neighborhood. Providing a network of pedestrian and bicycle pathways throughout the Shipyard will encourage more pedestrian and bicycle travel. Comprised of sidewalks, jogging trails, bicycle lanes and paths, and open space corridors, this network will provide convenient, safe and direct routes to most Shipyard locations.

In the denser mixed-use and recreational areas of the Shipyard, wide sidewalks will provide more pedestrian space and also support more pedestrian amenities such as pedestrian serving street furniture, trees to create an attractive streetscape and lighting for safety and security. Local/collector streets and some arterials are the significant carriers of commuter bicycle traffic and pedestrians. In addition, transit streets must accommodate significant levels of pedestrians.

Pedestrian and bicycle use are also forms of recreation, combining pleasure with transportation. As such, an extension of the Bay Trail for walking and bicycling along the waterfront is proposed for maximum waterfront access. The pedestrian network includes a promenade and pedestrian bridge in Lockwood Landing bringing people to the water's edge, and provides links to the Bay Trail for both pedestrian and bicycle users. Lockwood Street is planned as a pedestrian and transit-oriented street which will provide for building modulation and facade articulation to provide a pedestrian scaled environment. A pedestrian path connecting Hill Point Park to the commercial area on Spear Avenue to the west of the hill is planned. Pedestrian connec-

tions from the hill are also planned to the Central Sports Park and Lockwood Landing Plaza. In addition, trees and other plantings along with street furniture will be provided to enhance the pedestrian experience.

POLICY 5.1

Develop an extensive pedestrian and bicycle network which will permit future connections that may be developed in surrounding areas.

The network of pedestrian and bicycle amenities is also intended to permit future connections with surrounding neighborhoods. As shown in Figure 16, the commuter bike route would connect the Shipyard and the Bayview Hunters Point community via Evans, Innes, Galvez, Spear, Crisp, and Palou. Extending the Bay Trail throughout the Shipyard will provide a link with the surrounding areas. To the extent possible, pedestrian and bicycle access in the Shipyard will be buffered from transit and vehicular traffic.

POLICY 5.2

Provide easy pedestrian and bicycle connections to neighborhood and regional open space, commercial facilities, community services, and public transit.

Street scape amenities including plantings, street furniture and signage will help create a pleasant, safe and comfortable environment for walking. The pedestrian network will link major public places such as community and cultural facilities, recreation centers and parks. An extension of the Bay Trail for walking and bicycling along the waterfront is proposed for maximum waterfront access.

POLICY 5.3

Provide pedestrian-oriented mixed-use areas which connect with Shipyard thoroughfares.

Lockwood Street and Lockwood Landing with its medium-density neighborhood commercial uses are

envisioned to have urban character conducive to pedestrian activity. Extending the daily activities of these areas is planned to provide evening uses which serve employees, residents and visitors alike. Public plazas, performance space, promenades and commercial uses will be accommodated at the southern approach to Lockwood Street.

POLICY 5.4

Provide a variety of pedestrian and bicycle facilities with sufficient signage to facilitate pedestrian and bicycle use.

Sidewalk widths from ten feet in residential areas to twelve feet in the mixed use areas of the Shipyard have been established to accommodate anticipated pedestrian volumes and other design considerations. Bicyclelanes are to be five feet wide and clearly marked.

POLICY 5.5

Buffer pedestrian and bicycle users from heavy truck, transit and automobile traffic.

The street network has been planned to balance the movement of pedestrian, bicycle and vehicular traffic. However, certain streets such as Spear, Crisp and Galvez Avenues are arterials for the Shipyard which need to be shared by all transportation modes since the streets link the Shipyard. Sidewalks with lighting, furniture and other amenities along with designated, separate bicycle lanes will help reduce conflicts between vehicles, pedestrians and bicyclists.

POLICY 5.6

Provide secure and convenient pedestrian and bicycle facilities in mixed-use and residential areas, at transit stops, major cultural/institutional facilities, and open space areas.

To encourage bicycle and pedestrian travel in the Shipyard, sidewalks for all streets and separate

bicycle lanes will be provided along key Shipyard streets. Areas within neighborhood parks and major public open space will be designed for pedestrian use. Twelve-foot wide sidewalks are planned on primary transit streets in order to address pedestrian needs. Bicycle lanes along commuter bicycle routes are proposed to be five feet wide and are intended to encourage bicycle commuting. Recreational bicycle activities will take place on the quieter streets of the residential areas and the open space/recreational areas of the Shipyard. Secure, convenient and sheltered bicycle parking facilities should be provided at the mixed use and cultural/institutional areas, and employment areas including the research and development, and industrial areas. These facilities should be complemented with lockers and showers to meet the needs of bicyclists.

Parking

OBJECTIVE 6

PROVIDE ONLY THE AMOUNT OF VEHICU-LAR PARKING AND CURB CUTS NECESSARY TO SERVE HUNTERS POINT SHIPYARD WITHOUT ENCOURAGING EXCESSIVE RE-LIANCE ON THE AUTOMOBILE OR AD-VERSELY AFFECTING LIVABILITY.

The supply and location of parking is an integral part of the transportation system for the Shipyard. Convenient on- and off-street parking spaces should be provided for residents, workers and visitors, although the supply of vehicular parking should be balanced so that it will not jeopardize the appeal of other transportation modes and the viability of other land uses. Where possible in the more densely developed portions of the Shipyard, parking should be consolidated into a parking structure, possibly containing residential, commercial or other uses. Open, surface parking lots fronting streets important for pedestrian and transit travel, and extensive curb cuts in the sidewalk are undesirable for pedestrian and transit activity, and will be discouraged in the densely developed areas. The shared use of common parking facilities for several buildings will be encouraged to support the policy of providing no more parking supply than considered necessary, especially in mixed use and research and development areas. In order to improve physical and visual access to the Bay, parking should be located away from the water's edge and away from areas of intense pedestrian and transit activity.

POLICY 6.1

Provide adequate off-street parking spaces for residential development.

As a general rule, there will be one off-street parking space per residence. This requirement may be reduced for live/work uses and higher density residences including dwellings designed for and occupied by senior citizens and persons with disabilities. On-street parking should also be available in the neighborhoods for visitors and residents, and would be enhanced if curb cuts at the front sidewalk were replaced by access to off-street parking along alleys at the rear of the properties.

POLICY 6.2

Encourage the shared use of parking facilities to maximize their ability to serve daytime, evening and weekend needs.

The collective provision and joint use of required parking will be achieved in areas which are most appropriate for shared parking. Such areas include the moderate-density mixed use area along Lockwood Street and Spear Avenue. The Lockwood Street mixed-use area will contain parking spaces for each block, primarily for visitors and live/work use. This parking may be provided entirely within each block, or preferably, provided cooperatively in one or more parking facilities (in structures or on lots) on adjacent blocks. Short-term parking will be provided at curbside. Accessory parking in the cultural area of Lockwood Landing may be provided collectively in a single structured parking facility, preferably in

cooperation with research and development uses on adjacent blocks.

POLICY 6.3

Limit automobile-attracting facilities such as drivethrough restaurants, heavily-used driveways and parking lot access along transit streets and important pedestrian and bicycle routes to avoid traffic conflicts and congestion.

Access from transit streets to parking lots or garages is strongly discouraged. Off-street residential parking garages should be paired to minimize curb cuts. Residential driveway widths should be limited to ten feet. No curb cuts are allowed for Lockwood Street and Spear Avenue; in the mixed use areas parking will be oriented to alleys and side streets. Long term parking and most deliveries in the mixed use and research and development land use areas will be from the side or rear of buildings. However, short term on-street parking with adequate yellow delivery zones will be provided where appropriate. Driveways and curb cuts will be designed to avoid maneuvering on sidewalks or in street traffic.

OBJECTIVE 7

FACILITATE THE MOVEMENT OF FREIGHT AND GOODS TO, FROM AND WITHIN THE SHIPYARD WHILE MAINTAINING THE SAFETY OF OTHER TRANSPORTATION MODES AND THE DESIRABILITY OF THE SHIPYARD AS A PLACE TO LIVE, VISIT AND WORK.

Facilitating the movement of freight and goods, which includes accommodating truck traffic, deliveries and providing loading areas, is necessary for supporting the diverse, mixed-use character of the Shipyard. Such freight and goods movement facilities should be planned and sited to prevent traffic congestion, maximize safety, and minimize noise, sidewalk disruption and conflicts with the movement of other modes of transportation.

POLICY 7.1

Designate expeditious routes for freight trucks between industrial areas and freeway interchanges which avoid existing and planned residential neighborhoods within the Shipyard and the greater Bayview Hunters Point community.

The noise, traffic and vibrations associated with truck routes are a concern for many residential and neighborhood commercial areas, and especially so in the Shipyard and the greater Bayview Hunters Point community where high volumes of truck traffic is limited to a few circuitous access routes. Truck access should avoid residential neighborhoods to maintain and reestablish neighborhood integrity and livability. Designating and improving truck routes requires the cooperation of the appropriate state and federal agencies, and may include the development of a new east/west connection between the Shipyard and I-280 and U. S. Highway 101 in the vicinity of Carroll Avenue. Within the Shipyard, the primary truck access routes are shown on Figure 16. These routes avoid residential and mixed use areas (except to provide goods and services delivery to those areas). They may consist of arterial streets, collector and local streets or service alleys, but they should be separate from streets that are critical to the movement of transit vehicles, pedestrians and bicyclists, in the interest of safety and in efficient transportation for all trips to and from the Shipyard.

POLICY 7.2

Provide off-street facilities for freight and service vehicles.

Mostloading, delivery and service vehicles for mixed use, research and development, industrial, and education/cultural/historical uses will utilize off-street truck loading areas for each building. Truck docks for loading, delivery and service should occur behind or at the sides of buildings where possible. Some retail loading and delivery will be conducted on-street, in parking zones designated for these activities. Such

parking zones should have restricted hours for these activities. Thus, the parking zones associated with retail uses should serve dual purposes for loading and delivery functions and short-term (shopper) parking.

POLICY 7.3

Provide access to loading docks and loading areas from streets that are not critical to the safe and convenient movement of transit vehicles, pedestrians and bicyclists.

Efficient access to loading facilities that is unencumbered by conflicting modes of transportation is necessary to ensure the viability of certain land uses in the Shipyard, particularly in the industrial and mixeduse areas. Access to off-street freight loading and service vehicle facilities from transit streets (Lockwood Street, Spear and Crisp Avenues) will be prohibited. Limited curbside loading spaces will be provided along these streets to meet the need for short term courier deliveries/pickups, but goods and freight delivery and loading access for buildings fronting these streets should be provided through specifically-designed service streets and alleys.

Transportation Systems Management

OBJECTIVE 8

DESIGN AND IMPLEMENT PLANS FOR EXISTING SYSTEMS' EFFICIENCIES AND LAND USE DEVELOPMENT TO IMPROVE TRAFFIC FLOW AND TRANSIT OPERATIONS.

A key objective to the Hunters Point Shipyard Plan is to accommodate increased travel to, from and within the Shipyard and the greater Bayview Hunters Point neighborhood without adversely impacting the neighborhood and the City and region's transportation system. Transportation Systems Management (TSM) offers low-cost methods to help achieve this objective

by making the most effective and efficient use of existing transportation facilities through physical improvements. These facilities include parking and loading areas and access, local and regional streets and transit operations in the South Bayshore area connecting to the Shipyard, such as Evans Avenue, Cesar Chavez Street, I-280, Highway 101, Muni and CalTrain operations and facilities. An objective of the TSM program for the Shipyard is the increased use of public transit, ridesharing, walking, and bicycling over the private automobile, while reducing congestion for all modes of transportation.

POLICY 8.1

Reduce road congestion to improve vehicle flow through the use of traffic control strategies such as traffic signal timing, turn controls and construction of turn lanes.

Such treatments may include the placement of adequate signage and signalization favoring other modes of transportation, widening sidewalks and providing bicyclelanes, landscaping medians and block bulbs, and providing convenient transit stops with amenities such as shelters and benches.

POLICY 8.2

Improve transit operations by implementing projects and programs which facilitate and prioritize transit vehicle movement and loading.

Third Street is identified as a Transit Preferential Street in the Transportation Element and is planned for specific treatments that facilitate the movement of transit vehicles and passengers. Key transit streets in the vicinity of the Shipyard include Palou, Innes and Evans Avenue, and similar transit treatments may be appropriate where traffic conflicts impair the operation of transit lines to and from the Shipyard. An upgrading of CalTrain service and construction of additional stations at one or more of these key transit streets may

enhance regional transit access. Adequate pedestrian support facilities such as lighting, sidewalk widths, shelters, benches and adequate signage to help direct the transit rider and the pedestrian can also be valuable in attracting transit riders.

POLICY 8.3

Promote and support the use of alternative transportation modes by reserving and developing transit right-of-ways, enhancing pedestrian and bicycling facilities, and encouraging ridesharing.

Investments that facilitate transit and bicycle use and operation on streets within the Shipyard should be matched outside the Shipyard where the transit and bicycle routes continue. These may include bus lanes, bus bulbs, wide sidewalks which are well-lit, street furniture, directional signage, bicycle lanes and other facilities at the work place and in the mixed use areas will help encourage use of alternative transportation modes.

Transportation Demand Management

OBJECTIVE 9

IMPLEMENT AN INTEGRATED PROGRAM WHICH SUPPORTS CONGESTION MANAGEMENT AND PROVIDES VIABLE TRANSPORTATION ALTERNATIVES TO THE SINGLE OCCUPANT VEHICLE FOR TRAVELERS TO AND FROM THE SHIPYARD.

Transportation Demand Management (TDM) is a set of actions and strategies that may be implemented by employers, property owners, developers or local government which are designed to reduce congestion of transportation facilities, particularly during peak travel periods. TDM objectives for the Shipyard encourage travelers to use alternatives to driving alone, especially during peak commute periods, such as carpooling and vanpooling, bicycling, transit, and walking, and alter-

natives to the standard work schedule such as compressed work weeks, flexible work schedules and telecommuting. These objectives may be realized with improvements to existing transportation services, financial/timeincentives (for example, preferred parking for ridesharers and subsidies for transit riders), and information/marketing strategies.

An increasingly progressive modal shift by Shipyard employees for commute travel will be a high priority in the TDM program. The various TDM programs recommended below can be useful in achieving targets that monitor the modal shift and measuring the success of a balanced transportation system serving the Shipyard. There are some programs that may be more effectively administered by employers, while others by property owners, developers or the City, but the key to a successful TDM program is generally a cooperative effort. Everyone benefits from the results: employees, students and visitors having with more feasible transportation options; development, rental and land costs lowered through lesser parking needs and more efficient use of land; employer exemptions from state and federally-mandated penalties because of improved air quality; and less congestion, noise and a wider range of accessibility contributing to a more pleasant environment for living, working, studying or recreation.

POLICY 9.1

Provide incentives and facilities for the use of transit, pedestrian and bicycle ways, and carpools and vanpools.

Committing developers to transportation improvements (such as bicycle amenities including lockers and showers, and influencing when commuter travel occurs (shifting work schedules to less congested times of the day) can be valuable parts of a complete program. Telecommuting programs would allow employees to work at home one or more days a week, further reducing congestion. Businesses, institutions and cultural facilities promoting transit through transit subsidies and proof-of-fare discounts encourage patrons and employ-

ees to use transit, and diminish the congestion and parking demand that might otherwise deter access to Shipyard sites.

POLICY 9.2

Employ performance measurement programs to assess and address transportation deficiencies within and outside the Shipyard.

The success of a TDM program may be measured against some background standard. This can be done through comparing travel characteristics before and after a program is implemented, comparing the program to a similar site which does not have a TDM program, and/or comparing the surrounding area where TDM is not being applied. A developer or employer-based TDM program can be isolated and measured, whereas area-wide programs serving a more diverse group at multiple locations and different times may be better evaluated by a collective of employers, building owners and/or the City. Program evaluations need to answer the following questions:

- Does the program reduce the number of private automobile trips?
- Which elements of the program influence change?
- What program modifications will increase the program's future success?

POLICY 9.3

Encourage and implement private and public sector TDM strategies which support each other, and are designed to reduce congestion and the number of automobile trips.

TDM strategies include improvements in transportation modes which provide alternatives to the automobile; financial and time incentives for the use of alternative transportation modes; information and marketing strategies to promote alternatives to the automobile; and supports ervices that make use of the alternative

modes convenient and readily available and act as disincentives for single-occupant vehicle users.

Employers may offer cash-back credits or transit-fare discounts to employees choosing not to drive and/or park, and facilitate carpooling and ridesharing through preferential parking programs. They may also support flex time, work-at-home and reduced work-week programs to help offset congestion and use resources more efficiently. Developers and property managers can facilitate and make preferable alternative modes of transportation in the design, maintenance and operation of facilities, and in the rent structure of tenants. Public agencies may require conditions of approval in the operation of businesses, commercial or institutional uses to better manage transportation demand, and may also provide incentives for parties seeking to participate fully in TDM programs.

POLICY 9.4

Develop a coordinated commute alternatives program for people who work or study in, or make other regular trips to Hunters Point.

Work site TDM programs have become increasingly accepted as tools to reduce peak period traffic congestion and air pollution, as well as helping solve transportation-related problems at individual work sites. Non-work related trips to the Shipyard may also benefit from this example. Employer-based TDM programs are often the most effective of the four types: area wide, specific corridor, small local area, and single work site. TDM strategies can be selected to meet a relatively narrow set of work site characteristics, operational characteristics, and commuters' demographic and travel characteristics. Information and marketing can be disseminated precisely and offered in a personalized manner. Furthermore, employer-based programs can help establish a "corporate culture" that affirms an employee's decision to use commute alternatives.

POLICY 9.5

Make transit and other alternative transportation modes more accessible through good land use and urban design practices such as positioning building entrances close to transit stops, constructing sidewalks and providing bicycle amenities.

Transit use as well as other non-vehicular modes of transportation can be enhanced by positioning building entrances and providing pedestrian access directly with transit stops. Transit stops would be located conveniently to commuters who live and/or work at the Shipyard. Locating stops every 800 to 1,000 feet along transit streets (in particular, Lockwood Street and Spear Avenue) will help enhance transit as a preferred transportation mode for travel to and from the Shipyard. Pedestrian and bicycle access to and from regional transit lines, including the Third Street lightrail corridor, CalTrain and BART, must also be considered. Building entrances and parking facilities should be designed to favor rides haring, bicycle and transit access over single-occupant vehicle access.

ENVIRONMENTAL PROTECTION

Hunters Point Shipyard, much of which has been under intense industrial use for decades, encompasses several miles of San Francisco Bay shoreline. Significant segments of this resource, which has community-wide value, should be maintained and enhanced for public access and recreation. Where appropriate, shoreline areas should be restored to wetlands or native habitats. Efforts to protect and enhance the Shipyard's natural resources are coupled with measures to minimize the adverse impacts on the environment of built environments such as streets and buildings.

OBJECTIVE 10

ACHIEVE A BALANCE BETWEEN CONSERVATION, USE AND DEVELOPMENT OF HUNTERS POINT SHIPYARD'S NATURAL RESOURCES, AND ASSURE THAT USE OF THESE RESOURCES RESPECTS AND PRESERVES THE NATURAL VALUES OF THE LAND AND WATER AND SERVES THE INTERESTS OF THE CITY AND THE BAYVIEW HUNTERS POINT COMMUNITY.

Portions of the Hunters Point Shipyard site have been under development for more than one hundred years, initially by private enterprise - ship repair and commercial fishing - and then by the U.S. Navy. During this period, much of the site's San Francisco Bay shoreline had been built upon and altered with fill. What remains is a largely degraded shoreline developed with piers, drydocks, and buildings. Other segments are highly contaminated with hazardous waste. The current plans for development of the Shipyard offer the opportunity to restore natural qualities to some of these areas.

POLICY 10.1

Protect and enhance the Shipyard's remaining natural resources.

Hunters Point Shipyard enjoys an abundance of natural beauty, much of which derives from its dramatic setting on San Francisco Bay, with wide regional views.

The site, which includes a promontory and is surrounded on three sides by water, offers magnificent vistas. The shoreline itself, although largely developed, has some outstanding natural resources remaining.

POLICY 10.2

Encourage the development of open space that reflects the natural and historic qualities of Hunters Point Shipyard.

The most important uses of Hunters Point Shipyard's existing natural resources are those which provide maximum benefits for public use while preserving and protecting the natural character of the environment. Major portions of the Shipyard's waterfront together with the southern end of the hill will be part of the site's open space network, providing opportunities for public access and use.

POLICY 10.3

Assure that all development meets strict environmental quality standards.

In reviewing all proposed development for possible environmental impact, careful attention should be paid to upholding high environmental quality standards. Granted that growth provides new economic and social opportunities, uncontrolled growth can also seriously aggravate environmental deterioration. Development projects should not disrupt natural or ecological balance, degrade the visual character of natural areas, or otherwise conflict with the objectives and policies of the Master Plan.

POLICY 10.4

Ensure that all new development and uses do not increase health risks to current or future residents of Hunters Point Shipyard and its environs.

Federal and State regulations, together with San Francisco ordinances, regulate hazardous materials storage, usage and waste generation. All new development at the Shipyard will be subject to these regulations.

POLICY 10.5

Encourage broad and effective management of the natural resources of Hunters Point Shipyard.

Through the widespread provision of open space and parks at Hunters Point Shipyard, efforts should be made to establish a balance between new development and the natural environment. All open space areas should be managed through the coordination and efforts of the City and the regulatory agencies that protect the region's natural resources.

OBJECTIVE 11

LOCATE LAND USES THAT ARE COMPATIBLE WITH TRANSPORTATION NOISE LEVELS AND MINIMIZE THE IMPACT OF SUCH NOISE ON AFFECTED AREAS.

Circulation by automobiles, transit vehicles, bicycles and pedestrians is necessary for a fully functional City and neighborhood. Hunters Point Shipyard will be connected to the City's street and transit systems and should also provide pedestrian linkages. While these connections are essential to the social and economic success of the Shipyard, transportation can have a negative effect as well, especially with respect to the noise it creates. The Area Plan for Hunters Point Shipyard seeks to minimize the effects of transportation-related noise while achieving the vitality and efficiency transportation offers.

POLICY 11.1

Encourage noise-tolerant land uses and discourage noise-sensitive land uses in areas where transportation noise is likely to be a problem.

The Hunters Point Shipyard Area Plan locates land uses that are more tolerant to transportation noise next to the major transportation corridors that pass through the site. Noise-tolerant commercial, research and development and industrial land uses are proposed to line the main transit loop (Innes/Lockwood/Spear/Crisp) and the main truckroute (Innes/Galvez/Robinson/Spear/Crisp). Although residential and live/work units

are permitted and encouraged in the mixed use areas along Lockwood and Spear Avenues, these noise-sensitive uses are relegated to upper floors, where transportation noise should be less intrusive. The Shipyard's only purely residential area is on the hill-top, well above and away from the transit and truck routes.

POLICY 11.2

Promote site planning, building orientation and design that lessens or buffers noise intrusion.

Throughout the Shipyard, particularly along the transit loop and truck route, sensitive site planning, building orientation and design and the use of sound proofing should significantly lessen any noise intrusion.

OBJECTIVE 12

PROMOTE ENERGY CONSERVATION AT HUNTERS POINT SHIPYARD.

At Hunters Point Shipyard, the goal of increased energy efficiency will take many forms when buildings are actually designed and built. Inside residential buildings, energy efficient equipment and appliances together with building system operations and maintenance programs are recommended for further savings. In large non-residential buildings, full energy management and control systems should be implemented. In both types of buildings, metering will allow monitoring of ongoing energy efficient systems. Indoor and outdoor lighting throughout the Shipyard should maximize efficiency and use lighting power reduction strategies wherever feasible.

POLICY 12.1

Encourage non-energy intensive transportation modes, such as bicycling and walking.

The Area Plan for Hunters Point Shipyard includes an extensive bicycle circulation system which accommodates commuter and recreational cyclists. Walking is also encouraged through the provision of sidewalks and pedestrian trails.

POLICY 12.2

Provide recycling facilities and services.

Residents and workers in Hunters Point Shipyard should have the opportunity to conserve resources through recycling. They should be able to take advantage of recycling services offered in the City.

OBJECTIVE 13

ENCOURAGE DEVELOPMENT WHICH IS SENSITIVE TO THE NEEDS FOR SOLAR ACCESS AND VENTILATION.

Many options are available to reduce energy needs, including solar heating, natural ventilation, building orientation and insulation.

POLICY 13.1

Orient streets and residential buildings for maximum solar access to dwelling units where appropriate.

The orientation of streets and residential buildings at Hunters Point Shipyard should, to the extent possible, maximize solar access.

POLICY 13.2

Provide through-ventilation of dwelling units where possible.

Natural ventilation can help reduce the consumption of fossil fuels for cooling and heating homes.

OBJECTIVE 14

PROMOTE WATER CONSERVATION MEASURES AT HUNTERS POINT SHIPYARD BY MINIMIZING WATER USE FOR HOUSE-HOLDS, IRRIGATION AND LANDSCAPING.

In addition to meeting requirements in local and State codes for the proper function of water systems

and fixtures, increased water conservation is desirable at Hunters Point Shipyard.

POLICY 14.1

Use water systems and fixtures that provide maximum efficiency of water use.

Low water use/energy efficient appliances and sprinkler systems can achieve greater efficiency yet meet such traditional needs as dishwashing and land-scape irrigation.

POLICY 14.2

Design landscapes that require lower quantities of water to remain healthy.

Many plants, shrubs and trees are drought-resistant or require low water use to remain healthy. The use of such vegetation and the judicious allocation of turf throughout Hunters Point Shipyard should reduce wasteful water utilization while allowing ample open green spaces.

POLICY 14.3

Encourage the extension of San Francisco's Auxiliary Water Supply System (AWSS) onto Hunters Point Shipyard for fire fighting, landscape watering and industrial uses.

The Auxiliary Water Supply System (AWSS) - a separate City system of pipes, pumps and reservoirs for recycled water - is proposed to be extended into San Francisco's southeast quadrant, including the Shipyard site. This system would conserve water by allowing recycled water (water that has received primary and secondary treatment) to be delivered to various parts of the City for landscape irrigation in parks, for toilet flushing and office cooling systems in commercial buildings and, of course, to enhance fire protection.

COMMUNITY SAFETY

OBJECTIVE 15

CREATE DEVELOPMENT DESIGNED TO ENSURE SEISMIC SAFETY.

Hunters Point Shipyard, like many other developed areas around the edge of San Francisco Bay, exhibits particular bay mud subsurface and soils conditions that must be taken into account during the development process.

POLICY 15.1

Require geologic or soil engineering site investigations and compensating structural design based on findings for all new structures in special geologic study areas.

As site preparation, engineering design and construction are conducted throughout the Shipyard, minimum levels of acceptable risk to structures and land uses should be identified and assured.

Building foundations that provide protection againstliquefaction and lateral spreading or lurching (as in a landslide) should be constructed as necessary at the Shipyard. The development of seismic criteria for the design and evaluation of buildings should include consideration of geology, seismology, seismicity, soils engineering, structural dynamics, structural design, earthquake engineering and experience gathered from past earthquakes. Construction of certain types of buildings that tend to suffer more damage in strong earthquakes should be restricted. Inspection of buildings under construction should be performed to ensure that construction practices meet seismic criteria.

POLICY 15.2

Assure that critical community facilities, if located in special geologic study areas, have special engineering design to ameliorate identified risks and accommodate emergency assembly of nearby residents. Engineering studies may indicate the need for special engineering design, particularly for critical community facilities such as fire, police and institutional buildings. Such buildings should be built to withstand a major earthquake and serve as emergency shelters. To suit such needs, permitted types of structures should be modified where appropriate to achieve levels of acceptable risk.

POLICY 15.3

Apply a minimum level of acceptable risk to structures and land uses based upon the nature of the use, importance of the use to public safety and welfare, and density of occupancy.

All risk cannot be eliminated, and reducing the risks to very low levels could result in unbearably high social and economic costs. Appropriate levels of risk must be established for different types of uses and buildings, as well as location of these uses. The risk must include that to both building occupants and to those outside who could be affected by exterior building damage.

POLICY 15.4

Provide for the adequate security of employees and property.

In accordance with State and local law, within public and private facilities at Hunters Point Shipyard, emergency evacuation procedures should be posted and employees should be informed of the procedures particular to their building.

OBJECTIVE 16

ENSURE THAT HUNTERS POINT SHIPYARD IS CLEANED UP TO ESTABLISHED ENVIRONMENTAL QUALITY STANDARDS AND THAT ALL NEW HUNTERS POINT SHIPYARD DEVELOPMENT MEETS THESE STANDARDS.

Hunters Point Shipyard was identified as a federal Superfund site and placed on the Environmental Protection Agency's National Priorities List in 1989. Investigation of the site is ongoing, and the Navy is responsible for remediating hazardous waste at the Shipyard.

POLICY 16.1

Prior to completion of any new construction or occupancy, ensure hazardous waste remediation by the Navy to levels appropriate for the planned uses.

The City will not acquire any parcel of Shipyard until it has been cleaned up to a level mutually agreed upon by the City, the Navy and the regulatory agencies. The reuse plan for the Shipyard and its implementing documents, including the Area Plan and Redevelopment Plan, should serve as guides to the level of clean-up based upon planned uses.

POLICY 16.2

Ensure that any future use of hazardous materials does not create undesirable levels of future risk for employees and nearby populations.

State and City laws regulating the use of hazardous materials at Hunters Point Shipyard should serve to minimize any undesirable level of future risk for residents, employees, visitors and neighbors.

OBJECTIVE 17

ENSURE THE PROTECTION OF LIFE AND PROPERTY FROM THE EFFECTS OF FIRE OR NATURAL DISASTER THROUGH ADEQUATE EMERGENCY OPERATIONS PREPARATION.

Emergency operations planning and preparation are essentially preventive activities. The goals are to save lives, care for the injured and re-establish services that are essential to meet the immediate needs of the community. The quality or success of emergency operations activities is dependent upon the adequacy of pre-disaster planning and preparation.

POLICY 17.1

Provide for emergency services at Hunters Point Shipyard.

Policy 16.2 of the Area Plan of the Master Plan for South Bayshore supports maintenance of five existing fire stations, three of which support Hunters Point Shipyard, located within or near South Bayshore. Further, the South Bayshore Area Plan recommends in Objective 8.3 that a new fire station be constructed east of Candlestick Stadium. Policy 16.1 of the South Bayshore Area Plan supports "... development of a new policestation in South Bayshore." This policy states that "the new district police station proposed for Williams Avenue at Newhall Avenue in South Bayshore would provide a more central location for police services in the southeast section of the City and would also reflect improved standards and technological advances in the area of police operations."

Emergency services for Hunters Point Shipyard, as is standard practice throughout the City, will be supported by other fire or police stations as needed. Upto-date emergency operations plans, equipment and operations capacity will be maintained by the fire and police departments.

COMMERCE AND INDUSTRY

Real estate market analysis of the development opportunities at the Shipyard are detailed in background documents (Market Study Report, Williams-Kuebelbeck & Associates, Inc., June 1994 & Technical Summary of Hunters Point Shipyard Real Estate Market Projections, Sedway & Associates, May 1995). The capture of these commercial development opportunities has been analyzed and programmed over a 30 year period that runs through the year 2025. This Plan provides for the full extent of development opportunities that have been identified for the Shipyard.

The primary driving force of the citizens agenda for reuse planning at the Hunters Point Shipyard is community economic development. The Bayview Hunters Point community was one of the direct beneficiaries of the economic benefits derived from the Navy activities at the Shipyard. During the World War II era peak of Navy ship building and repair activities at the Shipyard, more than 17,000 jobs were concentrated at the site. The income from these jobs had both primary and secondary economic benefits in the community.

The primary benefits were the direct employment opportunities at the Shipyard. Secondary benefits accrued to the community through the purchase of goods and services within the community by those employed at the Shipyard. With the closure of the Shipyard, the job opportunities and secondary economic benefits were lost. The citizens of Bayview Hunters Point see the opportunities of Shipyard reuse as a means to regain these economic benefits and to create a new vitality in their ongoing efforts at community economic development.

OBJECTIVE 18

CREATE AND MAINTAIN A SOUND ECONOMIC BASE AND FISCAL STRUCTURE FOR HUNTERS POINT SHIPYARD.

The diverse land uses targeted for the Shipyard enhance the potential for maintaining a sound economic base. Careful consideration has been given to market

identification of low risk, environmentally appropriate business as future users of this site. Financial tools have also been developed specifically for this project in the form of cash flow models that will allow the community and the Redevelopment Agency to evaluate development proposals. These tools should encourage sound fiscal decision-making in the ongoing development and reuse of the Shipyard.

POLICY 18.1

Capture identified market opportunities for research and development uses as well as light industrial uses.

In the early stages of this planning process, real estate economic consultants and planners carefully evaluated market opportunities for 21st century business development at the Shipyard. Growthindustries that should have locational advantages at the Shipyard were identified. These market opportunities were then further evaluated in terms of businesses that would be most likely to utilize and develop local labor force skills. The refined list of industries was developed and the plan provides a flexible design for these targeted businesses and new commercial opportunities as they arise. Whenever possible, these targeted uses should be encouraged. Uses that are incompatible with the targeted uses should be discouraged.

POLICY 18.2

Ensure an adequate supply of space on the Shipyard site that is appropriate to the needs of incubator (small start-up) businesses.

The entire northern portion of the Shipyard has been designed in terms of land use classifications and physical building controls to encourage and accommodate incubator business development. Start-up opportunities for local businesses encourage local ownership and participation in the benefits of Shipyard development.

POLICY 18.3

Accommodate the on-site growth of incubator (small start-up) businesses to fullscale industrial facilities on the Shipyard.

The southern portion of the Shipyard has been designed to provide expansion opportunities to start-up businesses that initially locate on the northern portion of the site.

POLICY 18.4

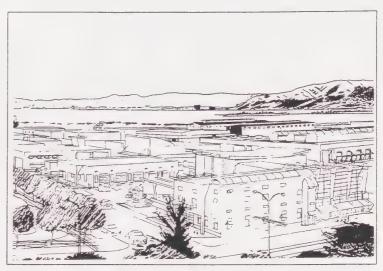
Ensure that Hunters Point Shipyard is an attractive location for businesses and industries with a likelihood for long-term growth and employment.

Hunters Point Shipyard should provide opportunity to growing businesses due to the flexibility in configuration and assembly of parcels in the southern area. A full range of business support functions, education and recreational facilities should help to ensure sustainability and long-term growth.

POLICY 18.5

Develop the Shipyard as a regional destination for visitors through the provision of appropriate cultural, arts and supporting retail facilities.

In order to draw additional revenues and market opportunities to the Shipyard, selective visitor trade opportunities have been identified and provided for. A major focus in planning the northern portion of this site is the integration of a waterfront cultural area into a major mixed use area. This development pattern enhances the opportunities to draw visitors to these cultural facilities and other on-site recreational facilities. Once on the site, capturing visitor trade at local restaurants, retail and gallery establishments should be facilitated. Figure 19 shows the commercial Floor Area Ratio (FAR) proposed in the Hunters Point Shipyard Plan. FAR is the ratio of the gross floor area of all the buildings on a lot to the area of the lot.



Artist's Conception of the Area South of Spear Avenue.

POLICY 18.6

Ensure that interim uses on the Shipyard are consistent with and do not detract from long-term development of the site.

Careful consideration and coordination of interim uses needs to be a part of the reuse plan. Interim uses in locations that could potentially inhibit the long term reuse vision should be discouraged.

POLICY 18.7

Ensure appropriate relocation opportunities for tenants with leases prior to any displacement of existing businesses.

Prior to demolition of occupied buildings, appropriate relocation options should be provided for current tenants with leases. If tenant relocation is occurring for reasons other than building demolition, the relocated tenants should be provided with space that provides, at a minimum, like facilities at a cost that accounts for relocation expenses for the displaced business.

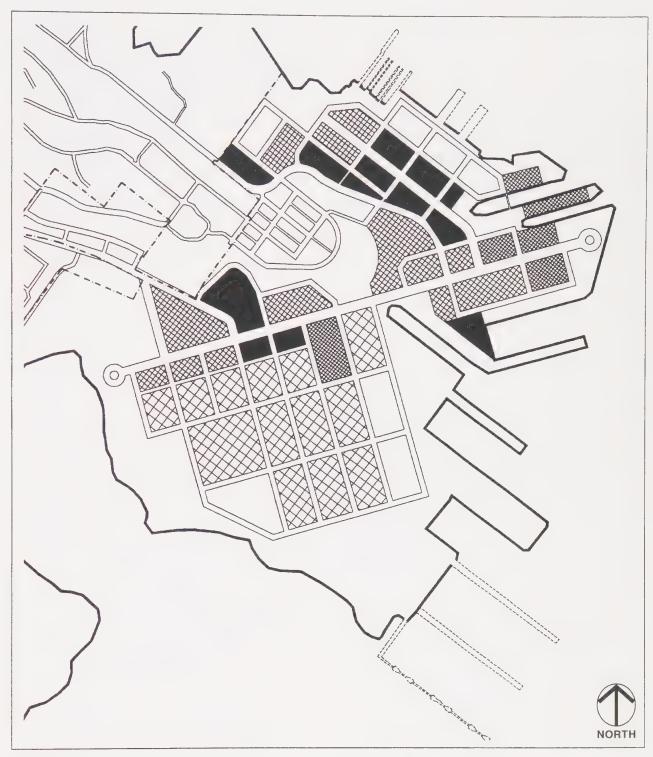


Figure 19
COMMERCIAL FAR MAP



FAR: the ratio of gross floor area of all buildings on a lot to the area of the lot



Artist's Conception of Lockwood Landing Area with Bay Bridge Beyond.

POLICY 18.8

Ensure that the Hunters Point Shipyard Plan's economic development program phasing meets anticipated market opportunities and job-training needs.

The economic development phasing program described in the *Implementation section* of this Plan is essential to achieving the overall objectives of the Hunters Point Shipyard Plan in terms of site clean-up, physical site improvements, maintenance of interimleasing sites, meeting market demand and enhancing job creation opportunities for residents of Bayview Hunters Point and San Francisco as a whole.

OBJECTIVE 19

PROVIDE EMPLOYMENT, BUSINESS AND ENTREPRENEURIAL OPPORTUNITIES FOR BAYVIEW HUNTERS POINTS RESIDENTS AND BUSINESSES.

The land use plan for Hunters Point Shipyard provides for the identified regional market opportunities and local entrepreneurial development. This plan provides both small start-up opportunities and business expansion potential for local entrepreneurs and other commercial developments.

POLICY 19.1

Encourage maximum participation of Bayview Hunters Point residents and businesses in the redevelopment, reuse and environmental remediation of Hunters Point Shipyard.

Economic development programs that are critical components of the Redevelopment Plan for Hunters Point Shipyard should facilitate local participation in the redevelopment and reuse of the site. These programs are detailed in the Redevelopment Plan for the Shipyard.

POLICY 19.2

Support existing community programs and create new training and educational programs, as needed, to focus on skills development necessary for local participation in interim and permanent job development and business creation at Hunters Point Shipyard.

Participation of Bayview Hunters Point residents and businesses at the Shipyard will in part hinge on appropriate employment training and placement programs. These programs are also part of the economic development programs contained in the Redevelopment Plan. The land use plan for the Shipyard identifies both specific sites and other opportunities to integrate training programs and facilities throughout the site.

POLICY 19.3

Attract, retain and expand employment opportunities that use and develop available skill levels in the Bayview Hunters Point community.

Uses appropriate for development at Hunters Point Shipyard include commercial development options that utilize the existing and potential skills of the local labor force. To the greatest extent possible and without compromising high standards of environmental quality and identified market opportunities for sustainable development, targeted future uses should be considered and accommodated in the design standards for this Plan.

POLICY 19.4

Attract, retain and expand entrepreneurial business ownership opportunities for the Bayview Hunters Point community.

Economic development programs contained in the Redevelopment Plan are key to expanding opportunities for Bayview Hunters Point businesses to grow and remain in local ownership. This land use plan provides a pattern of subdivision that encourages opportunities for local ownership and business expansion. Smaller parcels on the northern portion of the site encourage local ownership. Larger parcels on the southern portion of the site provide expansion opportunities.

POLICY 19.5

Promote the development and use of new and effective environmental technologies, both to ensure the rapid clean-up of Hunters Point Shipyard and to provide business and employment opportunities for Bayview Hunters Point residents.

One of the major efforts that must be undertaken prior to the City and County of San Francisco acquiring title to parcels at the Shipyard is the environmental clean-up of this site. The land use plan provides opportunities for environmental technologies to locate at the Shipyard. In the early phases of development, the northern portion of the site provides both light industrial and research and development locations. Additionally, the potential for integrating training facilities alongs ide these environmental technologies is provided for in the cultural/institutional land use designations for the site.

ARTS

Arts-related spaces as defined in the San Francisco Planning Code should be allowed throughout Hunters Point Shipyard. As a land use, arts activities are important educational and research and development activities that produce creative support for many of the other targeted land uses. Arts production facilities are also compatible with many other industrial activities. Finally, sales of goods produced by artists, together with performing arts should provide vitality in the retail portions of the mixed use and cultural districts at the Shipyard.

The San Francisco Master Plan includes an Arts Element that contains goals, objectives and policies for the arts in the City and County of San Francisco. Artists, their associated activities and businesses are a major focus of this Plan for the Hunters Point Shipyard. Many of the policies contained in the Arts Element are therefore directly applicable to the arts and industry emphasis of the plan for the Shipyard. Although all the goals, objectives and policies contained in the Arts Element are applicable to the Shipyard, the following Shipyard-specific rephrasing of Citywide objectives and policies are important in providing a policy framework for the arts planning and program development at the Shipyard.

The Arts Element's first goal, together with its objectives and policies, are key guiding principals for the future development of the Shipyard. This initial goal puts City government leadership in a supportive and partnership role with artists in the development and implementation of arts programs. Artists have been one of the pioneering groups of tenants at the Shipyard. The Hunters Point Shipyard Citizens Advisory Committee (CAC) has included artists since its formation. Continued artist participation and consideration in the decision making for the Shipyard is essential. Changing circumstances regarding ownership and management at the Shipyard put the City in a leadership role when it comes to the development of arts programs that should be implemented in the future development of the site.



Artists' Open Studio at the Shipyard.

OBJECTIVE 20

RECOGNIZE THE ARTS AS NECESSARY TO THE QUALITY OF LIFE FOR ALL SEGMENTS OF HUNTERS POINT SHIPYARD.

The CAC in their planning guidelines formally recognized the importance of the artists and the arts at the Shipyard. This Committee, as well as the planners and real estate economists all acknowledge the arts contributions to defining the evolving identity and marketing of the Shipyard property. Only through the formal establishment of arts programs at the Shipyard will this important quality of life be assured for future residents, businesses and visitors to the Shipyard.

POLICY 20.1

Promote inclusion of artistic considerations in local decision-making.

The economic activities of the existing artists leasing space at the Shipyard are considered a vital part of the confluence of arts and industry in the plans for the Shipyard. Building on the economic potential and regional concentration of San Francisco artists and arti-

sans provides a strong emphasis in the 21st century community vision for the Shipyard.

Artists should be included in every aspect of community development at the Shipyard. As part of design and development teams for everything from infrastructure to individual building design, artists bring a creative expression to the design process that often translates into innovative work reflecting the importance of form, function and history.

OBJECTIVE 21

INCREASE THE CONTRIBUTION OF THE ARTS TO THE ECONOMY OF HUNTERS POINT SHIPYARD.

By making the arts one of the important foci at the Shipyard, there will be the assurance that arts-related businesses are economic partners in the Shipyard and overall community development.

Among the opportunities anticipated in the Plan are arts-related small businesses, sale of arts materials, establishment of exhibition and performance venues, expansion of arts and artisan businesses exporting services and goods from the Shipyard, construction of additional working studios and the development of live/work spaces.

POLICY 21.1

Encourage and promote opportunities for the arts and artists to contribute to the economic development of Hunters Point Shipyard.

For artists and arts businesses to flourish and contribute to the revitalization of the Shipyard, there must be access to affordable spaces that are appropriate for the production, display and sale of their work. For this reason arts-related spaces are permitted throughout the Shipyard. There is also special attention given to providing a flex-

ible cultural showcase for local artists and their regional, national and international colleagues on the waterfront.

POLICY 21.2

Provide flexible, low-cost space designed for artists' and artisans' working studios, live/work and gallery space.

Adaptive reuse of existing buildings, in some cases already occupied by artists, is an important component of providing appropriate artist spaces. Throughout the Bay Area and the nation, artists are tenants, reusers, and developers of decommissioned military facilities. This tradition continues at Hunters Point with what is currently the single largest concentration of artists in the country.

POLICY 21.3

Provide programs that ensure the contribution of artists and artisans in shaping the character of the Shipyard.

Through continued participation on the CAC, artists will help to shape the future character of the Shipyard. In addition, arts education programs can help to train workers and inform the public. Art in public places and programs that promote these activities in both permanent and temporary forms will enhance the vitality



Artists' Open Studio at Building 101.

of the Shipyard. Participation of artists in the design of both public infrastructure and private facilities, ranging from streets to parks, and including buildings, will add a unique character to the Shipyard. This unique character should enhance community pride, promote environmental sensibilities and stimulate a revitalization that respects both history and creativity.

POLICY 21.4

Establish a programmatic link between the Shipyard and Bayview Hunters Point arts, culture and history.

It is important that the Shipyard continues to be an integral part of the greater Bayview Hunters Point community. The arts can help to enhance the community's understanding of the reuse of the Shipyard through educational programs and works that deal specifically with the Shipyard's development and on-going reuse.

Economic development programs that include education and training are areas where artists can make special contributions. The development of educational training materials or programs embracing artistic sensibilities can make education and training activities more effective. Many of the steps associated with the creation of arts works can also be transferable to other aspects of job training programs. Writing, drawing, working with a wide variety of materials, movement and

body awareness are examples of artistic endeavors that can diversify programming while building important skills and self-awareness for people involved in training and education programs.

OBJECTIVE 22

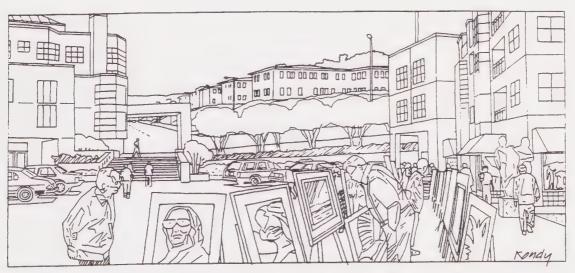
ENSURE REPRESENTATIVE PARTICIPATION OF THE BAYVIEW HUNTERS POINT COMMUNITY IN ARTS DECISION-MAKING AND PROGRAMMING.

Programs at the Shipyard that focus on education, training and real estate development should include a representative cross section of the greater South Bayshore community. Only through this representative participation of the community in decisions that effect the Shipyard development will the future form and pattern of the property truly reflect the values and priorities of that community.

POLICY 22.1

Encourage arts education offerings in the community and the schools to include art and artists from many cultures.

Many of the individual artists currently located in the Bayview Hunters Point community and those new



Artist's Conception of Lockwood Landing Plaza.

artists who could be encouraged to locate at the Shipyard will need the support of funding programs that foster their ongoing participation in the development at the Shipyard.

OBJECTIVE 23

ENHANCE THE CONTRIBUTION OF ARTISTS TO THE CREATIVE LIFE AND VITALITY OF HUNTERS POINT SHIPYARD.

Through the development of a comprehensive arts program for the Shipyard, the contributions of the artists can be both identified and clearly specified. Shipyard artists, working with consultants, are in the process of developing such a program for consideration.

POLICY 23.1

Develop funding sources for individual artists.

One component of a comprehensive arts program for the Shipyard that needs consideration is a funding program for individual artists. The San Francisco Arts Commission has recently put in place the first program in the City for funding individual artists.

POLICY 23.3

Strengthen collaborations among artists, arts organizations, and teachers, school administrators, and others responsible for arts curricula.

Involving the youth of Bayview Hunters Point in the plans for and development of the Shipyard will be important to the long term success of the reuse opportunities. Many schools in the community have already begun programs that involve youth in the creative and educational opportunities that focus on the Shipyard. These programs should be expanded upon and include the artists at the Shipyard.

POLICY 23.4

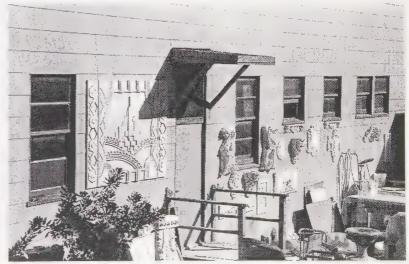
Provide the greatest possible public input into considerations regarding arts funding.

Continued public participation in the decisions that effect the Shipyard are critical to project success. This input is also important in the development of arts funding programs proposed at the Shipyard.

POLICY 23.2

Include the participation of artists in Hunters Point Shipyard capital improvements and public works projects.

Animportant area where artists can provide input on the design and development of the Shipyard is through arts programs linked to the capital improvements projects. Instreet design, sewer systems and other key parts of the infrastructure development of the Shipyard, artists should be involved and specifically programmed into these major projects.



Artist's Studio at the Shipyard.

POLICY 23.5

Establish a coordinated, flexible Hunters Point Shipyard "percent for art" program.

One area of arts funding that needs greater attention in San Francisco is the coordination of the three local "percent for arts" programs. The Arts Commission, Redevelopment Agency and Planning Department all have "percent for art" programs that are not coordinated in terms of criteria for funding, eligibility of artists and evaluation of proposals. Each of these programs is administered without consideration of the potential benefits of coordination and in some cases possible consolidation. The emphasis on the arts in the plans for the Shipyard offers an environment where coordination and consolidation of these three programs should be considered.

The Shipyard development presents a unique opportunity to test an integrated set of "percent for art programs that offer artists viable participation in the building of this 21st century community at the Shipyard. Coordinated arts funding programs at the Shipyard are supported by the fourth goal of the citywide *Arts Element* which states, "Increase funding support for the arts in San Francisco."

The development of arts facilities figures prominently in the land use considerations for the northern portion of the Shipyard. Arts activities need spaces for development and presentation of work.

OBJECTIVE 24

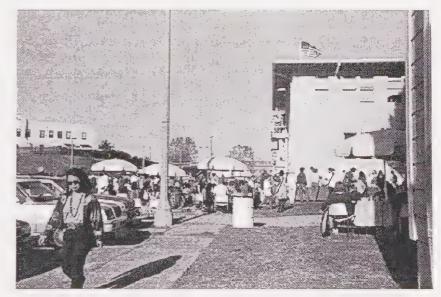
SUPPORT THE CONTINUED DEVELOPMENT AND PRESERVATION OF ARTISTS' AND ARTS ORGANIZATIONS' SPACES.

Many arts organization that are currently located in San Francisco are looking for more appropriate spaces for their activities. The Shipyard presents many opportunities to meet these local needs for an important economic component of the local community. These organizations which now occupy spaces throughout the City, with concentrations in Fort Mason Center and in the Mission District, are important to supporting, producing and presenting the works of local artists, who in turn draw many visitors to San Francisco.

POLICY 23.6

Develop partnerships with the private sector and the business community to encourage monetary and non-monetary support of the arts, as well as sponsorships of arts organizations and events.

Opportunities for partnerships between private sector users of the Shipyard and artists are great. In terms of hiring artists to work on specific projects and involving artists in job training programs, the potential partnerships are valuable assets in the Shipyard reuse activities.



Artists' Open Studio, Building 101.

POLICY 24.1

Support and expand programs directed at enabling arts organizations and artists to comply with City building and safety codes and to rehabilitate arts spaces.

At the Shipyard, where artists are already in buildings that may need rehabilitation in order to meet applicable health and safety codes, programs should be developed as part of the Redevelopment Plan that specifically address these issues.

POLICY 24.2

Include arts spaces in new public construction when appropriate.

The cultural complex proposed for the area surrounding Drydocks 2 and 3 at the Shipyard has been determined to be the most appropriate location for public spaces that will include arts spaces.

POLICY 24.3

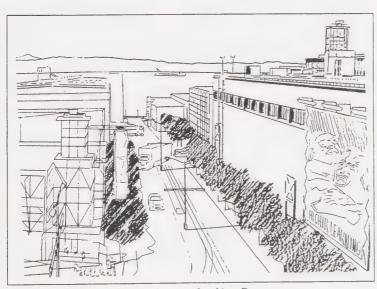
Create opportunities for private developers to include arts spaces in private developments at the Hunters Point Shipyard.

Even with the cultural area proposed on the Shipyard waterfront there may be many other opportunities for private building projects to include artist spaces. Since arts-related spaces should be a permitted use throughout the Shipyard, these opportunities are not limited to isolated geographic areas. There are also incentives in the form of development bonuses (such as floor area exemptions) offered for developers who include live/work units in projects built in the mixed use areas of the Shipyard.

POLICY 24.4

Assist artists and arts organizations in attaining ownership or long-term control of arts spaces.

For artists to be able to maintain a vital presence at the Shipyard, ownership or long-term leases will be necessary. In far too many cases across this country, artists have taken risks to pioneer and revitalize an affordable area only to find that their efforts have lead to their being priced out of the areas they worked so hard to develop. This pattern should be anticipated and programmatically avoided at the Shipyard.



Artist's Conception of Spear Avenue, Looking East.

RESIDENCE

This section addresses housing at the Hunters Point Shipyard site. The neighborhoods to be created by the development of up to 1,300 new housing units are described, along with the characteristics of this new supply of housing, and details about the housing program and housing densities (for dwelling unit density, see Figure 20). Affordability requirements are discussed and the accessibility of housing for disabled persons and others with special needs is addressed.

OBJECTIVE 25

GUIDE AND ENCOURAGE THE DEVELOP-MENT OF WELL-DESIGNED NEW RESIDEN-TIAL AREAS AT HUNTERS POINT SHIPYARD WHICH ASSIST IN MEETING THE CITY'S HOUSING NEEDS.

Approximately 800 new dwelling units are intended to be located on Hunters Point Hill in the Hill Point neighborhood and in a second separate parcel to the west. These dwelling units, ranging in type from single-family houses to multi-family residential developments, should meet the full range of community-determined affordability needs. The new hill-top

residential areas are adjacent to and, in fact, extensions of existing residential neighborhoods. Clearly, this adjacency must be respected in the design of the new residential areas, especially in terms of street alignments and block pattern. The design should also maximize the wide views of the water and beyond that the hill-top location of the residential areas offers.

Housing should also form an integral part of the Lockwood Landing mixed used area and in specific areas of the mixed use districts on Spear Avenue, wheredwelling units and live/work spaces should be encouraged on upper stories

above street-level commercial uses, artist studios, retail and business service uses.

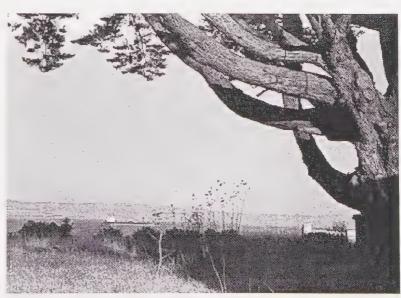
POLICY 25.1

In the Hill Point neighborhood, create a system of streets and blocks that have the scale, character and quality of traditional San Francisco neighborhoods, and which link into the existing residential community on Hunters Point Hill.

The patterns, scale and types of residential development that are characteristic of other successful San Francisco neighborhoods ensure the livability of those neighborhoods and are desired in the Hill Point neighborhood. Housing on the hill should be developed to form a moderate density residential neighborhood, with a mixture of traditional small lot development and options for whole block development which maintains the small-scale character.

POLICY 25.2

Orient housing on the hill to maximize the excellent views to the water, accentuate the hill form and avoid disruption of the urban pattern when viewed from other areas.



View over San Francisco Bay from Hunters Point Hill.



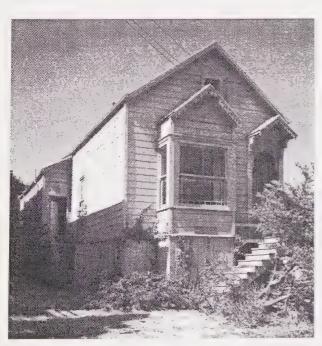
Dwelling Unit Density: the amount of lot area (in square feet) required for each dwelling unit

The Hill Point neighborhood is unique in the expansive views it offers of the Shipyard itself, San Francisco Bay, the East Bay hills, the Bay Bridge and AngelIsland, Downtown San Francisco, 3COM (Candlestick Park) Stadium and the San Bruno hills. Housing on the hill should be organized in such a way that views are maximized for residents, passersby and visitors to the Hill Point neighborhood.

POLICY 25.3

Selectively preserve existing single-family houses on Hudson Avenue and ensure that the presence of these buildings is taken into account in the design of new housing on this street.

At least three long-abandoned houses possessing historic interest and/or unique design characteristics are salvageable and should be preserved. These are the only remaining evidence of the character of the Hunters Point Hill neighborhood before 1940. The presence of these houses should be respected in the design of other housing in this particular block.



Victorian House on Hudson Avenue.

POLICY 25.4

Integrate ground floor neighborhood-serving commercial uses into the Hill Point neighborhood at the intersection of Friedell and Innes Avenues.

Neighborhood commercial uses should be part of the hill-top residential development, with small scale retail and service uses occupying the ground floor corners of the Friedell/Innes intersection.

POLICY 25.5

Promote housing on upper stories along the main streets in the Shipyard's mixed use districts.

The mixed use districts in the Lockwood Landing area and along Spear Avenue also provide excellent housing opportunities. While the street level should be devoted to business services, retail and other active uses, upper stories should accommodate live/work units and residential units. It is important that the Shipyard's "Main Streets" don't close down at the end of the business day. The inclusion of residential opportunities ensures that there is a 24 hour per day presence.

OBJECTIVE 26

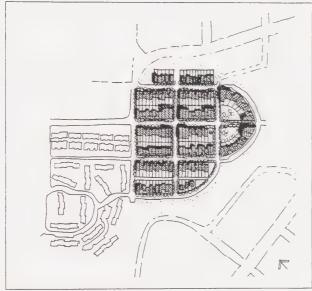
DEVELOP A PATTERN OF OPEN SPACES IN THE HILL POINT RESIDENTIAL AREAS TO SERVE RESIDENTS, OFFER "VIEWING" OPPORTUNITIES, AND PROVIDE CONNECTIONS TO THE SHIPYARD'S OTHER OPEN SPACE AREAS.

In addition to serving the recreational and open space needs of residents of the hill-top residential areas, the Hill Point neighborhood's open space network should offer viewing opportunities to Shipyard visitors and provide a link between the hill-top residential area and other open space areas on the Shipyard.

POLICY 26.1

Maintain a portion of each residential block or parcel in the Hill Point neighborhood for private or public open space, with contiguous mid-block open spaces as appropriate.

Each residential block in the Hill Point neighborhood should contain some form of open space for the use of that block's residents. This open space may be in the form of private backyards, or in the case of the crescent blocks, in the form of neighborhood-serving play areas.



Hill Point Neighborhood Proposed Residential Block Layout

OBJECTIVE 27

DEVELOP HOUSING THAT ENHANCES THE HEALTH AND SAFETY OF HUNTERS POINT SHIPYARD RESIDENTS AND VISITORS.

For both safety and neighborhood character, Hill Point's housing should be designed for outward rather than inward orientation. This outward orientation promotes a stronger, safer, more neighborly social fabric for the residential areas.

POLICY 27.1

Provide for neighborhood security through housing orientation, housing design and adequate street lighting.

All units should have their primary entrance on the street. Front stoops, porches and steps should provide semi-private transition zones from public sidewalks to private residential units.

POLICY 27.2

Protect residential areas from the noise, pollution and physical danger of excessive traffic. Minimize commercial and commuter traffic in residential neighborhoods.

The location of the residential areas on Hunters Point Hill assures some degree of protection from traffic problems for residents. The majority of commercial and commuter vehicles entering and leaving the Shipyard will bypass the residential areas entirely, and the hill-top location of housing will mitigate most of the noise and pollution associated with high traffic volumes.

OBJECTIVE 28

INCREASE THE CITY'S SUPPLY OF HOUSING IN A MANNER COMPATIBLE WITH ADJACENT NEIGHBORHOODS AND OTHER USES WITHIN THE HUNTERS POINT SHIPYARD.

The need to increase San Francisco's housing supply is balanced by the need for housing at the Shipyard to be compatible with adjacent residential neighborhoods and the Shipyard's non-residential land uses.

POLICY 28.1

Establish housing density parameters that take into account the needed size and diversity of housing units and space needed for open space, parking, light and air requirements.

Although housing on the hill-top should generally be developed to form a moderate density residential neighborhood, the area is divided into three density types, including higher density (one unit per 600 square feet of lot area), moderate density (one unit per 800 square feet of lot area) and lower density (one unit per 1,500 square feet of lot area). These densities should provide a significant number of dwelling units in a diverse and pleasant living environment. (See Figure 20.)

OBJECTIVE 29

PROVIDE A MIX OF HOUSING SIZES AND TYPES THAT SHOULD ASSIST IN MEETING THE DIVERSE HOUSING NEEDS OF THE BAYVIEW HUNTERS POINT COMMUNITY AND THE CITY AS A WHOLE, AS WELL AS CONTRIBUTE TO THE DIVERSITY OF HUNTERS POINT SHIPYARD.

Hunters Point Shipyard should accommodate a broad mix of housing unit types by size, density, tenure and price.

POLICY 29.1

Achieve the desired housing program with a variety of unit and building types.

A range of options should be available - from small studio apartments to large multiple-bedroom units.

POLICY 29.2

Promote the availability of dwellings throughout the Hunters Point Shipyard residential developments that are suitable for a wide diversity of individuals and groups with special housing needs.

New Shipyard housing units should be accessible or adaptable for disabled households. Housing suitable for families with children should be located

closest to the parks and play areas. Housing opportunities should be provided for seniors and others with specific housing needs.

POLICY 29.3

Provide adequate opportunities for both rental housing and home ownership.

An appropriate balance of ownership and rental opportunities at the Shipyard should combine to meet the needs of varying household incomes and lifestyle preferences.

OBJECTIVE 30

PROVIDE HOUSING THAT IS AFFORDABLE TO A WIDE RANGE OF INCOME GROUPS, PARTICULARLY LOW AND MODERATE INCOME HOUSEHOLDS.

The costs of home purchase in San Francisco are among the highest in the nation. Consequently, many people, even those considered middle income, cannot afford to buy housing. San Francisco's high rents likewise create hardships, especially for those persons on fixed incomes. Many households must therefore pay a larger percentage of their incomes for housing, live in substandard units and/or live in overcrowded conditions.

POLICY 30.1

Integrate mixed-income units throughout Hunters Point Shipyard residential developments.

Economic integration is provided by mixing affordable and market rate housing units throughout the Shipyard's residential areas. Affordable and market rate housing will share amenities such as parks, streetscapes and neighborhood shops.

RECREATION AND OPEN SPACE

Recreation and open spaces are important elements in establishing the character and livability of Hunters Point Shipyard. One hundred and thirty-four acres of parks and open space - more than one quarter of the entire site - should provide a wide range of active and passive recreational opportunities to Hunters Point Shipyard residents and workers, residents of the neighboring Bayview Hunters Point community and visitors from other San Francisco neighborhoods and the Bay Area.

This section describes the location, quality, scale and distribution of the open space system planned for Hunters Point Shipyard, including its shoreline amenities, passive parks, plazas and active recreation spaces. Design guidelines elaborate on the intended user groups, physical character, predominant uses and landscape features of these open spaces.

OBJECTIVE 31

ESTABLISH A SYSTEM OF ACTIVE AND PASSIVE PUBLIC OPEN SPACES ON THE SHIPYARD. ENSURE THAT THEY ARE SUFFICIENT IN QUANTITY, APPROPRIATELY DISTRIBUTED AND EXEMPLARY IN THEIR DESIGN QUALITY AND THEIR ABILITY TO SERVE A DIVERSE POPULATION AND RANGE OF ACTIVITIES.

A range of open spaces is planned for Hunters Point Shipyard, differentiated by location, scale, design and function.

POLICY 31.1

Develop a diversified system of public open spaces throughout Hunters Point Shipyard, including spaces for active and passive recreation, which takes advantage of the site's topography, natural setting, historic features and location on San Francisco Bay. This open space network, shown in Figure 21, should include:

- shore-line open space with hiking/biking trails linking to the regional Bay Trail as well as areas of wetlands and native habitats and an urban waterfront promenade;
- a central public plaza (Lockwood Landing Plaza) in the cultural/arts mixed use area;
- a major 15 acre active recreation area (Central Sports Park) with sports playfields located centrally on the Shipyard site; and
- hilltop open space (Hill Point Park) adjacent to the Hunters Point Hill residential neighborhood, offering wide views of the Bay and the Shipyard itself.

POLICY 31.2

Provide suitable and adequate open space and recreational facilities within comfortable walking distance of all Hunters Point Shipyard residents and workers. Provide for both active and passive recreation at the Shipyard, including development of a fitness trail, basketball, baseball and other sports playfields, and water-oriented activities, suitable for use by area residents, workers, visitors and other City residents.

The extent and diversity of the Shipyard's planned system of open space and recreational facilities coupled with the compact size of the Shipyard site itself guarantees that all Shipyard residents and employees should be able to walk to a range of recreation and open space amenities from their homes and workplaces.

A major 15 acre sports and recreation park - Central Sports Park - is planned in the southeast portion of the Shipyard. Roughly the size of the City's Dolores Park, the Central Sports Park should physically link Hill Point Park at the south end of Hunters Point Hill with the waterfront open space at the southern tip of the site. Baseball diamonds, basketball courts and other sports facilities should provide recreational opportunities not only for employees of the adjacent industrial and research and development firms, but also for students at



Figure 21
OPEN SPACE











Natural Waterfront Restoration



View from proposed Hill Point Park

the job training center, employees of Shipyard businesses in the northern sector, residents of the Shipyard and the nearby Bayview Hunters Point neighborhood.

Employees and job trainees situated in the southern portion of Hunters Point Shipyard will be within a short walk of the large recreational park and its sports facilities. Easy access to the shoreline open space will provide the opportunity for a noon hour jog or an alfrescolunch. Artists and shopkeepers in the mixed use area should be able to stroll the waterfront promenade and enjoy a coffee at an outdoor cafe on the central plaza.

POLICY 31.3

Establish a high standard of public space design, including lighting, street furniture, landscape and public art - encouraging innovation and participation by area artists.

A system of linked public open spaces is a very important component in the overall plan for Hunters Point Shipyard. It is therefore essential that the design of these spaces be of the highest caliber. The design of the spaces themselves and that of the "linkages" tying them together should present opportunities for area artists and designers to contribute innovative and locally relevant ideas for public artwork, street furniture, lighting fixtures and landscaping.

POLICY 31.4

Provide recreational opportunities that will attract and serve Hunters Point Shipyard residents, workers and visitors as well as residents from the adjacent Bayview Hunters Point community, including children, seniors, and other population groups.

The Central Sports Park will provide recreational opportunities for Shipyard residents, employees and visitors. These facilities should also help to satisfy the Citywide demand for sports fields.

The "overlook" park - Hill Point Park - at the southern end of the Hunters Point Hill residential neighborhood should contain paved and grassed areas. This multi-purpose neighborhood park should accommodate a playground, sitting areas and picnic/barbecue areas, all integrating views over the Shipyard and beyond. This park should be linked via a formal terraced walkway/ stairway to the Central Sports Park south of Spear Avenue.

"Totlots"-within viewing and calling distance of dwelling units - should be part of each residential cluster, providing sandboxes, play equipment, safe surfaces and fencing - appropriately protected from the wind.

Recreational walkers and bicyclists from the community and beyond will be accommodated on an extension of the Bay Trail along much of the Shipyard's shoreline.

POLICY 31.5

Ensure that all open spaces are accessible for the elderly and people with disabilities.

Every effort should be made to ensure that the parks and other open spaces at Hunters Point Shipyard provide a safe, accessible and comfortable environment for the elderly and people with disabilities.

POLICY 31.6

Develop linkages - trails, paved walkways, stairs - that connect all parks and open spaces of Hunters Point Shipyard with each other and also tie into the Bay Trail.

The connection of the waterfront open space corridor, Lockwood Landing Plaza, Hill Point Park and Central Sports Park is integral to the success of Hunters Point Shipyard.

Recreational walkers and bicyclists will be accommodated on an extension of the Bay Trail located in an open space corridor along much of the Shipyard's shoreline. Wetland portions of this waterfront open space area may be candidates for restoration.

The northeastern waterfront open space adjacent to the mixed use and educational/cultural/historical districts will have a more urban character. Located juststeps away from Lockwood Street's shops, galleries and restaurants as well as the historic buildings near Drydocks 2 and 3, these waterfront promenades will provide spectacular views of San Francisco Bay, including downtown San Francisco, the Bay Bridge and Yerba Buena Island, and the waterfront and distant hills of the East Bay.

POLICY 31.7

Carefully consider views and view corridors, sun access and protection from the wind in orienting and designing open spaces.

The Shipyard's spectacular views of the Bay and beyond are prime assets that must be protected and enhanced. Hill Point Park's elevated location provides perhaps the most wide-ranging views. Its design should include viewing areas (with parking) and sitting terraces for those who want to take advantage of the unobstructed panorama. Likewise, the design of Lockwood Landing Plaza, especially the waterfront promenade, should capitalize on the views and sense of regional orientation.

The Shipyard's open spaces are generally oriented in such a way as to maximize sun access. Wind protection should be taken into account in the more

detailed planning stages of the open spaces, since it to a great extent dependent upon the placement of trees, shrubs and other landscaping features.

POLICY 31.8

Use drought-resistant low-upkeep and native plants to the greatest extent possible.

In order to conserve water and minimize maintenance costs, the landscaping of the Shipyard's open spaces should feature drought-tolerant native trees, shrubs and ground covers.

OBJECTIVE 32

MAINTAIN AND ENHANCE SIGNIFICANT SEGMENTS OF THE HUNTERS POINT SHIP-YARD SHORELINE FOR PUBLIC ACCESS AND RECREATION.

Hunters Point Shipyard, oriented toward San Francisco Bay, occupies a significant portion of San Francisco's southern waterfront. The Shipyard overlooks 3Com (Candlestick Park) Stadium and the San Bruno hills to the southwest, the East Bay waterfront and distant hills to the east, the Bay Bridge and Yerba Buena Island to the northeast, downtown San Francisco to the north, and the industrial India Basin to the northwest.



View of 3Com (Candlestick Park) Stadium and San Bruno hills from Hunters Point Hill.

These waterfront aspects represent tremendous recreational and aesthetic amenities that the development of Hunters Point Shipyard should further enhance.

POLICY 32.1

Provide opportunities for maximum public access and use of the waterfront.

A corridor of open space - consisting of natural and more urban segments - should line most of the Shipyard's shoreline. An extension of the Bay Trail should be accommodated in this space, offering a variety of environments to hikers and cyclists. Public access to the waterfront open space should be emphasized, with the provision of conveniently-located parking areas and numerous links to the rest of the Shipyard.

Where active maritime and industrial uses prohibit safe access to the water's edge, visual access should be provided to reveal the qualities of a working waterfront.

POLICY 32.2

Restore shoreline areas to wetlands or native habitats where appropriate.

Wetland areas and other native habitats located along the shoreline of Hunters Point Shipyard may be candidates for restoration.

POLICY 32.3

Align the Bay Trail through Hunters Shipyard to provide continuity for this Bay Area Trail system for hikers and bicyclists, to provide access to the water's edge, to facilitate views, and to link open spaces.

An open space corridor should line much of the Shipyard's shoreline, and should accommodate an extension of the Bay Trail. This corridor should feature areas of meadows and native plants, possible restored wetlands, boat and fishing piers, viewing platforms, benches and parking areas at the "trailheads", to maximize public access and use of the waterfront. The open space corridor should provide the opportunity for linking up with the regional Bay Trail's alignments to the north (India Basin) and south (South Basin and Candlestick Point Recreation Area).



San Francisco Bay Shoreline, near Candlestick Point.

URBAN DESIGN

Hunters Point Shipyard is being reclaimed as a part of San Francisco's fabric. It is a place with history and character dating back to the 1860s - a working waterfront district which has been home territory to many different people including African-Americans, Asian-Americans, European-Americans, and Native Americans. It will become an important part of the San Francisco's eastern edge, visible from many parts of the region and City.

The prominent features and physical structure of the site - the hill and steep grassy slopes, the water's edge, the views, the regunning crane, the green glass Ordnance and Optical Building, the drydocks and pumphouses, the ships, the large industrial buildings form a very dynamic and exciting setting for the development of this part of San Francisco. There is an opportunity for the Shipyard to be an extension of the surrounding community while having a unique character and identity of its own.

The long range vision is for the Shipyard site to become a working and living urban district which retains some of this character and history, while possessing all of the contemporary conveniences of a viable industrial, business, arts, cultural, and residential community. Essential to this urban character are several components: a clear and understandable overall pattern of streets, public places, and built form; an attractive and

distinctive visual character; the conservation and enhancement of the historic and cultural resources; and a realistic and efficient distribution of land uses and development which concentrates activity on the main streets and places.

OBJECTIVE 33

CREATE AND EMPHASIZE AN URBAN PATTERN WHICH IS BASED ON AND ENHANCES THE SHIPYARD'S NATURAL FEATURES AND PROVIDES A SENSE OF INTEGRATION WITH THE ADJACENT SAN FRANCISCO PATTERN.

This new neighborhood of San Francisco should have an image and character in its pattern which depend especially upon views, topography, streets, land use pattern, building form and major landscaping. The pattern should provide an organization and sense of purpose to this part of the City, and be visible to people from many places and during many activities. The pattern should identify and make prominent the centers of human activity, and assist in orientation for travel on foot, by automobile and by public transportation. The planned uses within the boundary areas of the Shipyard are intentionally similar to the land uses in the adjacent privately owned lands to promote the natural integration of activity.



Drydock 2 and Pumphouse 2.

POLICY 33.1

Connect and align streets on the Shipyard with adjacent existing street patterns wherever feasible.

Streets are a stable and unifying component of the City pattern. Many of the Shipyard's streets are extensions of City streets. When the Navy took over the site in the late 1930s, all connecting streets except Innes and Crisp Avenues were blocked off with a perimeter fence. This boundary of the Shipyard provides

an important opportunity to re-integrate the two sides using the street system. During the Navy's tenure on the site, other streets were developed without regard for the traditional orientation and the adjacent existing street pattern. The connection of new streets and the strengthening of old connections should help minimize the disorientation that can occur at the boundary of two areas.

POLICY 33.2

Integrate the Shipyard's open space system with adjacent existing open space, such as the Bay Trail.

The Shipyard's shoreline should provide an opportunity for significantly enhancing the Bay Trail by creating continuous public access along most of the waterfront. This Shipyard open space would then become an important part of a larger regional symbol of the San Francisco Bay. By allowing this continuous connection to the water, users and visitors should understand and appreciate the nature and form of the site and its relationship to the rest of the Bay Area.

POLICY 33.3

Create and maintain block sizes that establish an urban pattern of development, while accommodating target businesses and their growth at appropriate locations at the Shipyard.

The size of blocks and the spacing of streets is very important in establishing an environment which is convenient and pleasant in which to move around. Both pedestrians and vehicular traffic can be discouraged by large irregular blocks which disrupt paths of travel and view corridors. Smaller blocks provide for more diversity and visual interest, and are particularly important in residential and mixed-use commercial areas.

POLICY 33.4

Apply building height limits to maintain visual access to the waterfront, encourage moderate urban densities in mixed use areas, accentuate the natural topography of the site and highlight signature features of important public/cultural buildings.

The height of new buildings at the Shipyard should complement and help achieve the desired pattern. (See Figure 22 for Height and Bulk Map.) Taller, slender buildings near the crown on a hill emphasize the form of the hill and preserve views. Low, smaller-scale buildings on the slopes of hills, at their base, and along the waterfront contribute to the gradual tapering of height from hilltops to water that allows maximum views of the Bay. Clustering of taller, larger buildings at important activity centers such as the transit loop and the mixed use areas can visually express the functional importance of these centers. The green glass Ordnance and Optical Building and its tower function as a significant orienting landmark on the Shipyard and views of this structure should be preserved.

POLICY 33.5

Develop a hierarchy of open spaces to serve the Shipyard's workers, residents, and visitors.

An extensive system of active and passive public open spaces is necessary and desirable, not only for recreation, but also to give structure and orientation to the overall area. Continuous shoreline access provides a sense of wholeness to the place. The hilltop open space (Hill Point Park) should provide a neighborhood gathering place, and also a central vantage point from which to understand the site. Public plazas at Lockwood Landing and in the southern Mixed Use area should provide neighborhood focus as gathering places and symbolic centers for art, activities, commerce, and ceremony. Smaller, more sheltered open spaces such as children's play areas in the residential neighborhood and small sidewalk lunching spots for employees in the Light industrial, and research and development areas should serve functional needs without detracting from



Figure 22
HEIGHT AND BULK LIMITS MAP

	45				
Height	60'	50'	40'	32'	OS(Open Space)
Bulk*	Α	Α	Χ	N/A	N/A

The heights and bulks in this map are intended to show building height and bulk standards for the Hunters Point Shipyard Area Plan.

^{*} See Table 270 in Section 270 of the City Planning Code

the more significant spaces. A more comprehensive set of policies and explanations can be found in the *Recreation and Open Space* section of this Plan. Additional guidelines for the open space development are found in the *Design for Development* document.

OBJECTIVE 34

CREATE AN ATTRACTIVE AND DISTINCTIVE VISUAL CHARACTER FOR THE SHIPYARD WHICH RESPECTS AND ENHANCES THE NATURAL FEATURES, THE HISTORY, AND THE VISION FOR MIXED USE SITE DEVELOPMENT ORIENTED TOWARD ARTS AND INDUSTRIAL USES.

The visual character at the Shipyard is unlike any other part of San Francisco - a waterfront area with industrial and maritime character that is transforming under the subtle influences of a creative artists' community. The new development proposed for this site should build on and enhance this character. It is important that the new development character makes sense given the history of the site and the people who have used it. It is also important that new development be coordinated in such a way that it all works together in character and intent. To that end, more detailed guidelines and standards are presented separately in Designfor Development accompanying the Redevelopment Plan, and should be used in the design and approval of all development proposals at the Shipyard.

POLICY 34.1

Establish distinctive urban neighborhoods that meet residential and commercial needs within natural geographical boundaries on the site.

The 500 acre site is naturally broken into three general areas because of the major site features. Hunters Point Hill, extending into the site from the northwest, ends abruptly, creating an edge at the base of the hill. Drydock 4 extends into the site from the southeast, creating a narrow passage area between the drydock edge and the hill slope, and somewhat separating the

northern/northeastern area from the southern area. The planned focus for the northern area is the Lockwood Street mixed use area, the Spear Avenue research and development and cultural district, and Lockwood Landing Plaza near the intersection of these two main streets. The southern industrial/R&D area should be composed of an activity center at the Spear Avenue mixed use area and a more flexible development are a bounded by public recreation and waterfront open space areas. The existing Golden Gate Train Museum, near Spear and Crisp Avenues, should be preserved and integrated into the fabric of this area. The third area of the site is the hilltop, which is planned to be residential, focuses on the moderate density Innes Avenue extension with a small neighborhood-serving commercial node. The visions for the development of these areas are described in more detail in the Land Use section of this Plan.

POLICY 34.2

Protect and enhance major views to and from the Shipyard's open spaces, its streets, Hunters Point Hill and the water's edge.

There are many excellent views from various places on the Shipyard. (See Figure 23.) This is an asset which should be preserved and enhanced in order to ensure an attractive visual character on the site. Views contribute immeasurably to the quality of an area and tothe lives of its residents and visitors. Open spaces with direct views down streets or to the water have a greater sense of spaciousness and can be seen more easily from a distance. Highly visible open spaces also present a visual contrast to urban development.

POLICY 34.3

Encourage architecture, landscaping and public art design which enhances the distinctive character of the Shipyard.

Any improvements to the Shipyard's buildings, streets, landscaping, signs, or public art, can be opportunities to enhance the distinctive character of the place. Special care should be taken in understanding that character and the vision for improving it.



Figure 23
VIEWS/ORIENTATION

Source: Planning Department S.F.



Streets with good views (arrow size indicates range)

Direction of special off-site views

Focal Points

Area with special visual orientation



Shipyard Waterfront, North of Drydock 3.

POLICY 34.4

Encourage development of the Shipyard in such a way as to enhance its identity and visibility from surrounding areas.

This Shipyard is visible from many places around San Francisco Bay. The Shipyard is prominent from the southern approach to San Francisco on Highway 101, and is visible from the increasingly public waterfront to the north. The ability to see this site and its new development as a destination and point of orientation should significantly enhance it as an economically viable neighborhood. Housing on the hill, as well as development on the waterfront, promise to be highly visible from many locations. New development must be appropriate in this context of the San Francisco Bay region, while establishing a new identity for the Shipyard.

OBJECTIVE 35

MAXIMIZE THE EDUCATIONAL VALUE OF ALL BUILDINGS, STREETS AND OPEN SPACES AT HUNTERS POINT SHIPYARD SO THAT FUNCTIONS AND HISTORY ARE UNDERSTANDABLE FOR ALL USERS, ESPECIALLY CHILDREN.

Education is one of the overall themes embraced in this plan for the Hunters Point Shipyard. Aside from the cultural facilities, training centers, and educational programs, the environment itself can provide opportunities for people to learn about the history of the Shipyard, the surrounding area, and the functions of various businesses and industries. Whether an urban environment is interesting and exciting for residents. workers, and visitors depends partly on how buildings, streets and open spaces express function and history. The issue of building orientation and location is very important. Buildings help people to understand where they are and to discover the interesting places. With the businesses at the Shipyard, there is an opportunity for informal learning about how their operations and products are connected to the rest of the world. The Shipyard could be a model of an integrated learning environment which helps to make the world of industry and commerce accessible to workers, residents, and local visitors.

POLICY 35.1

Shipyard buildings (public and private) should have street-level windows, displays, or signs which allow pedestrians to understand their operations and products.

Since the street/sidewalk is the primary public environment, new Shipyard businesses and activities should use this frontage to its maximum advantage. Simply providing clear glazing into the building work spaces allows pedestrians to understand the function of a building, and displays or signs offer extra orientation and visual interest.

POLICY 35.2

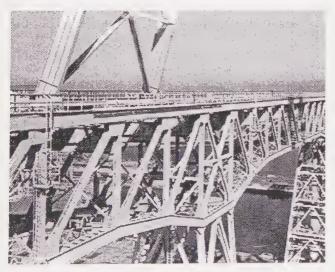
Open space and recreation areas should exhibit information which explains and invites people to learn the natural features and history of the site.

Signs and displays in public parks, plazas, and other areas are important to make these places educational as well as fun for residents and visitors, especially children. Hill Point Park in particular provides an opportunity for orienting people to the Shipyard, its functions, and natural features. There could be interactive displays which provide audio/visual information tousers. Sculpture and other artwork should also be used in combination with architectural features to enhance these environments.

POLICY 35.3

Signs and maps should provide orientation for visitors to the site in prominent and accessible places.

The primary public streets and places should have prominent orienting features. Lockwood Street, Spear Avenue, Lockwood Landing Plaza, Hill Point Park, Central Sports Park, and other points of arrival into the site should be designed in such a way as to serve as places of activity and information.



Atop the Giant Crane on the Regunning Pier.

POLICY 35.4

Artwork, signs, and architecture should display the history and culture of people who have historically used and inhabited the site.

The Shipyard site has arich history and connection to the Bayview Hunters Point community and the larger area. It is very important that Shipyard architecture, signs, displays, exhibits, and artwork incorporate this context to the greatest extent possible. Residents and employees of the Shipyard and Bayview Hunters Point should feel a greater sense of connection to this place if that history and culture can be featured and made explicit. Opportunities include the extensive African-American presence since World War II, the Chinese-Americanshrimp fishing camps, the European-American settlers and entrepreneurs of the mid-late 1800s, and Native Americans who used the bayshore for fishing, prior to European settlement of California.

POLICY 35.5

Shipyard businesses and site activities should be encouraged to provide educational programs such as tours, seminars, and apprenticeships for area residents and students.

Active participation by Shipyard businesses and public activities is very important in establishing an educational environment. These actions can also help to build relationships between businesses, residents, and community leaders which can help to ensure the success of the overall development of this part of the City. Local school children and community program participants should be regular visitors to the Shipyard. Workplace apprenticeships should also be part of building these partnerships with the community and help to ensure an educated workforce.

PRESERVATION

Preservation of historic buildings and the Shipyard character plays an important part in memorializing this site's role in the history and community development of Bayview Hunters Point. The acknowledgment of this community history will help to determine which resources are appropriate for retention and preservation.

OBJECTIVE 36

CONSERVE AND ENHANCE EXISTING HISTORIC RESOURCES.

Identification of historic resources worthy of preservation should take at least two forms. The first part of identifying historic resources is through an inventory of buildings, structures and sites that clearly meet guidelines established by local, state and federal statutes. For example, the San Francisco Landmarks Preservation Advisory Board has procedures and criteria for designation of local landmarks and historic districts. Similarly, the State Office of Historic Preservation establishes guidelines for preservation. The federal government through the National Trust for Historic Preservation also sets forth standards for acknowledging and preserving important historic and cultural resources. The objective above pertains to these local, state and federal preservation opportunities.



Drydock 4, with Regunning Crane in the Right Background.

A second type of historic resource includes consideration of buildings and structures at the Shipyard that may not meet the local, state and federal preservation guidelines, but have important reuse potential. The existing facilities that can help to provide timely, low cost community access to facilities through reuse are the subject of the second objective in this preservation section.

POLICY 36.1

Consider the preservation and potential adaptive reuse of historic buildings and structures around Drydocks 2 and 3 as a focus of the arts, cultural and mixed use district. These include the following:

- Drydocks 2 and 3
- Pumphouses 2 (Building 205) and 3 (Building 140) and their respective pumping machinery
- Gatehouse (Building 204)
- The Wharves
- Site of the western tip of Drydock 1
- Paint and Tool Building (Building 207)

The buildings and structures specifically identified in Policy 36.1 clearly meet preservation standards established by local, state or federal programs. These historic resources represent the most valuable architectural and otherwise historically valuable resources at the Shipyard.

POLICY 36.2

Consider the preservation and potential adaptive reuse of the large crane on the regunning pier because of its local and regional prominence and history.

The regunning crane is one of the most prominent visual features at the Shipyard, on the San Francisco waterfront and in the Bay region. Its potential reuse as a landmark visual feature extends to even more potential uses. This structure could serve as a publicly accessible

observation tower that provides spectacular views of the entire bay. It could be the location for the sensitive integration of solar panels providing appropriate energy resources. Commercial activities such as cafes could be integrated into this structure.

POLICY 36.3

Consider the preservation and adaptive reuse of all or primary portions of the Ordnance and Optical (green glass) building (Building 253), maintaining its role as a site feature identified with the Shipyard.

This building is already acknowledged as one of the most important architectural resources on the site by the Navy and State Office of Historic Preservation. Its location in the cultural and institutional land use area for the Shipyard provides many reuse opportunities.

POLICY 36.4

Consider the preservation and potential adaptive reuse of Drydock 4.

Drydock 4, along with the regunning crane mentioned above, are the two most monumental structures at the Shipyard. The scale of this Drydock and its location in relationship to the proposed park and waterfront access system clearly make this structure important from the standpoint of preserving the historic maritime character of the Shipyard. The ongoing use of this drydock for maritime purposes currently has commercial viability that maintains the pattern of historic Shipyard uses and activities.

POLICY 36.5

Apply the nationally established and locally adopted Secretary of the Interior's Standards for Treatment of Historic Properties to the reuse of all buildings designated on the National Register of Historic Places, and any other standards as set forth in State or City legislation.

Sensitive preservation and adaptive reuse opportunities for valuable historic resources can provide financial incentives and opportunities. Careful preservation of these resources as established in the *Standards for Treatment of Historic Properties* also helps to preserve these elements of the Shipyard for future generations.

POLICY 36.6

Encourage and facilitate the repair and use of the Shipyard waterfront for a wide range of waterrelated activities, and maintain visual and physical access to these activities.

Wherever possible, continue the maritime use of the Shipyard waterfront to help create a sense of place for residents, workers and visitors to the site. Maintaining visual access to these maritime activities through viewenhancement is an important urbandesign concept. Physical and visual access to these maritime activities should be provided and maintained to enhance public education and interest.

POLICY 36.7

Preserve local archeological resources at this site that enrich the understanding of historic San Francisco and the history that pre-dates the Shipyard.

Prior to the establishment of shipbuilding and repair facilities at Hunters Point in the 1860s, the site had a history of use by Native Americans and Chinese immigrants. The historic resources related to these uses were in large part significantly disturbed or destroyed by the creation of the Shipyard facilities in their current configuration. These historic resources, however, need to be acknowledged to achieve a more comprehensive historical understanding of the site.

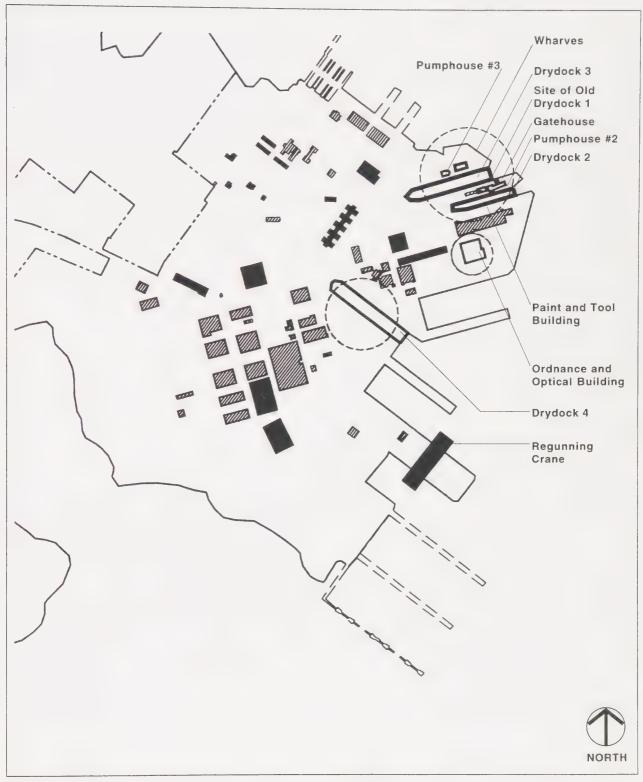


Figure 24
BUILDINGS FOR LONG TERM AND INTERIM REUSE







OBJECTIVE 37

PROVIDE HISTORIC AND CULTURAL CONTINUITY IN THE CONTEXT OF THE NEW DEVELOPMENT PATTERN AT HUNTERS POINT SHIPYARD.

As a complement to the new development anticipated at the Shipyard, reuse of existing buildings meets a number of community goals. The artists, located in five buildings in the Lockwood Landing area, have a strong desire to retain their current use of these buildings. Although these buildings were constructed by the Navy for other uses and may need significant upgrades in terms of safety and services, they are generally appropriate and meet the needs of the artists currently occupying them. Similarly, other buildings identified in Figure 24 are appropriate for reuse based on anticipated future market opportunities at the Shipyard and the overall reuse plan.

POLICY 37.1

Feature Hunters Point history - the site itself, its use as a shipyard, its prominent African-American heritage along with the Asian-American, European-American and Native-American heritages - in the development of the waterfront cultural center, and throughout the site.

The location around Drydocks 2 and 3 are most appropriate for memorializing this site as a shipyard that helped to shape the cultural character of the Bayview Hunters Point community. This prominent location on the waterfront offers opportunities for public access to the bay, to historic buildings and to maritime facilities in a setting that provides panoramic views of the bay. This location also is part of the historic land mass that represents and embraces uses that pre-date the establishment of shipyard facilities.

POLICY 37.2

Encourage retention of usable, safe and economically viable flexible-use structures on the Shipyard as consistent with interim use and phasing plansespecially where those structures contribute to the historic industrial character of the site.

In order to provide the maximum community access to the Shipyard in affordable and flexible space, appropriate building retention and reuse provides many opportunities. (See Figure 24.) If an existing building can be used to meet community and market needs in an economically viable and safe way, reuse should take priority over demolition and new construction.

POLICY 37.3

With the exception of historic and significant structures, allow for the demolition of non-essential, non-economically viable unsafe structures, especially as part of logical site preparation and remediation by the Navy before transfer of the site to the City. If demolition is to occur, ensure that adequate archival documentation is completed.

Buildings, facilities and structures that do not provide economically viable re-use options, may be demolished following archival documentation. The overriding community concerns for economic revitalization and jobs can only be achieved with the provision of new developments that meet the market and community needs.

POLICY 37.4

Coordinate both reuse and demolition activities with relocation opportunities, in relation to existing arts and business uses.

The Shipyard's existing businesses and artists should not be subject to relocation until adequate relocation facilities are developed and ready to be occupied. Delays in relocation of existing business activities threaten the long term viability of these business activities at the Shipyard.

POLICY 37.5

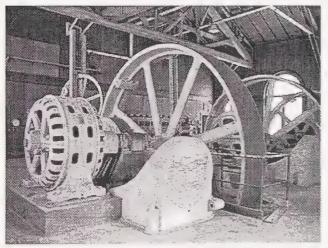
Retain significant site artifacts such as machinery and maritime equipment and incorporate these into new development where possible.

One way to preserve the historic character of the Shipyard is to retain maritime artifacts. These artifacts could be integrated into museums, open spaces, public art and education facilities, as well as, enhancing the character of private developments.

POLICY 37.6

Promote public information and awareness of the history of Hunters Point Shipyard and encourage preservation through local policies and programs.

Consideration of a local historic district in the vicinity of Drydocks 2 and 3 should be explored. The Landmarks Preservation Advisory Board should take the lead in examining this area for local designation as a historic district.



Pumping Machinery inside Building 205.

COMMUNITY FACILITIES

Community, cultural and public facilities in Hunters Point Shipyard will occupy about 17 acres. These include major public facilities such as:

- the Lockwood Landing cultural area's museum featuring the history of the Native-American, European-American, Chinese-American, African-American presence in this part of the City, as well as the history of the site itself and its use as a ship repair facility
- a job training center south of Spear Avenue
- the Central Sports Park adjacent to the industrial Hill

This section describes the variety of public facilities - including utilities and provisions for fire and police protection - that are planned for Hunters Point Shipyard.

OBJECTIVE 38

ASSURE THAT ADEQUATE COMMUNITY SER-VICES AND FACILITIES ARE PROVIDED FOR HUNTERS POINT SHIPYARD RESIDENTS AND ITS WORKING POPULATION.

Community services and facilities to meet social, cultural, educational, recreational and civic needs contribute significantly to the quality of community life. Traditional public facilities such as libraries, schools, recreation centers and public health clinics have long been recognized as meeting many of those needs. In addition to public facilities, many neighborhoods are served by private non-profit community centers that are often available to the general public and provide services at no cost or low to moderate fees.

POLICY 38.1

Provide for general community services and recreation facilities, at a scale appropriate to serve Hunters Point Shipyard.

The Bayview Hunters Point community, of which Hunters Point Shipyard is a component, has an adequate supply of general purpose community facilities, recreational facilities and education-related facilities. The provision of adequate physical maintenance, maintaining an effective and high quality level of program services, and increasing the utilization at these existing facilities is a problem in light of shrinking local, state and federal funding.

Although Shipyard residents and employees will be served by these existing community facilities, there is a need to provide neighborhood-scale services on the Shipyard site itself. At the very least, community meeting rooms, recreational facilities and child care facilities should be located at the Shipyard to serve the neighborhood.

POLICY 38.2

Provide opportunities for neighborhood services that are linked to other neighborhood and citywide services.

Since it is unlikely that a full range of community services would be provided at Hunters Point Shipyard, it is important that community facilities that are developed on the site provider eferrals to other facilities, thus linking together all services to make them available to Shipyard residents and employees.

POLICY 38.3

Provide for a cultural center that is multi-purpose in character, reflective of the Shipyard's heritage, attractive in design, secure and comfortable, and inherently flexible in meeting the current and changing needs of the neighborhood served.

Community and cultural facilities at Hunters Point Shipyard must meet a variety of cultural, social and health needs for the residents and working population. This corner of the City has a rich cultural heritage dating back to the Native American population that inhabited this area before Spanish settlement in the 18th century.

Chinese and European groups made their marks on the area during the 19th and early 20th centuries, and the many job opportunities created during the Navy's tenure at the site, especially during World War II, drew thousands of African Americans to Bayview Hunters Point. The existing Golden Gate Train museum near the Spear and Crisp intersection, should be enouraged to remain and be integrated into the fabric of the Shipyard.

POLICY 38.4

Provide for community facilities and programs that are accessible for physically handicapped persons.

All public facilities and programs will be physically accessible for disabled persons.

POLICY 38.5

Provide for such additional community services, including childcare, as are determined to be necessary and feasible.

Once the Shipyard's development level warrants the provision of additional community services such as child care centers, these facilities will be appropriately located. The development of a job training center in the Spear Avenue industrial area early in the implementation of the Shipyard Plan, for example, would provide an ideal location for a child care center, convenient to Shipyard residents, employees and job trainees.

POLICY 38.6

Provide the opportunity for educational institutions, including job training, to locate at the Shipyard.

Education, especially job training, will continue to be a pervasive theme throughout the Shipyard's redevelopment. This will be achieved through the identification of education and job training sites and the encouragement of cross-fertilization among arts, culture, education and industrial uses. A parcel on the south

POLICY 38.7

Ensure that the Hunters Point Shipyard's community facilities phasing program meets anticipated facilities and service demand.

The community facilities phasing program described in the Implementation Section of this Plan is essential to achieving the overall objectives of the Hunters Point Shipyard Plan in terms of site cleanup, physical site improvements, maintenance of interim leasing sites, meeting market demand and enhancing job creation opportunities for the residents of Bayview Hunters Point and San Francisco as a whole.

OBJECTIVE 39

ENSURE THAT HUNTERS POINT SHIPYARD RESIDENTS AND EMPLOYEES ARE WELL-SERVED BY FIRE AND POLICE FACILITIES.

POLICY 39.1

Support development of a new San Francisco Police Department station in South Bayshore.

The new district police station proposed for Williams Avenue at Newhall Avenue in South Bayshore would provide a more central location for police services in the southeast section of the City. The new station would also reflect improved standards and technological advances in the area of police operations.

POLICY 39.2

Support maintenance of the five existing fire stations located within or near South Bayshore.

Three of the five fire stations that currently serve the South Bayshore support Hunters Point Shipyard. The maintenance of these existing stations is essential to assuring that the Shipyard receives prompt and effective fire services.

OBJECTIVE 40

ENCOURAGE EFFICIENT UPGRADING OR REPLACEMENT OF EXISTING UTILITIES AS NEEDED.

Hunters Point Shipyard is already served by water, sewer/storm drainage, solid waste, electricity, gas and communications systems that provide service for existing uses. These systems are all part of Citywide utility systems. For the proposed, more intensive uses, each of the utility systems must be either upgraded or replaced to provide needed capacity.

POLICY 40.1

Ensure that the Hunters Point Shipyard's utilities phasing program provides for anticipated utilities demand.

The utilities phasing program described in the Implementation Section is essential to achieving the overall objectives of the Hunters Point Shipyard Plan in terms of site clean-up, physical site improvements, maintenance of interim leasing sites, meeting market demand and enhancing job creation opportunities for the residents of Bayview Hunters Point and San Francisco as a whole.

IMPLEMENTATION

Introduction

Implementation steps are the actions that will be needed to realize the objectives and policies of a plan. In the case of the Hunters Point Shipyard Area Plan, these implementation steps are outlined in a *Phasing Plan* and summarized here. These steps include physical and programmatic actions that will be taken by a public and private sector partnership.

On the public side of implementation, the San Francisco Redevelopment Agency (SFRA) will be the principal governmental agency in charge of managing the Shipyard and tenants once the property has been transferred from the Navy to the City and County of San Francisco. SFRA actions will include marketing the property for private development, coordinating necessary public improvements to infrastructure (e.g., streets, sewer systems, open space and public buildings) and property management. These activities will take place in the context of a geographical redevelopment project area as defined and regulated by a Redevelopment Plan.

On the private sector side of implementing the Plan, financial investments and real estate development will occur over time. These private sector activities will also include the extensions of basic public infrastructure street and utility systems. It will be private sector investment at the Shipyard that will ultimately provide the permanent jobs and associated economic benefits that have been the guiding goals of the reuse plan for the area.

Implementation actions can be divided into two general categories - physical site improvements and social/economic programs. The following information pertains only to on-site physical improvements and programs. These include associated off-site implementing actions that are not covered in this summary of phasing information. For information on the implementation of off-site improvements refer to the complete *Phasing Plan*.

Physical site improvement activities include:

- providing land and buildings for both interimuse as well as long term use and ownership,
- providing transportation street systems and other necessary utility infrastructure,
- development of community facilities and public safety services, and
- administration of real estate and land use development standards.

Social/economic development activities include:

- community economic development programs (e.g., job training, community access and ownership),
- · programs for art in public places, and
- community participation in decision making.

All these activities, improvements and programs occur over time. The time frame for this Area Plan and the associated environmental analysis documents covers the period from 1996 through 2025. Balancing these implementation programs and activities against some measure of financial feasibility is one of the major challenges of implementing this Plan. In order to better understand the implications of each activity and program, a "cash flow" model has been developed for the SFRA to use in the ongoing development and reuse of the Shipyard. The cash flow model is a computerized financial tracking and analysis tool used to evaluate alternative implementation actions and their financial feasibility.

OBJECTIVE 41

MONITOR THE PROGRESS OF THE HUNTERS POINT SHIPYARD PLAN'S IMPLEMENTATION TO ASSURE ITS CONTINUING CONFORMITY WITH THE SAN FRANCISCO MASTER PLAN AND THE ENVIRONMENTAL IMPACT STATEMENT/ ENVIRONMENTAL IMPACT REPORT CERTIFIED IN CONJUNCTION WITH THIS AREA PLAN.

Significant detail on implementation activities and programs has been documented in a *Phasing Plan* prepared by the Shipyard planning team and the Citizens Advisory Committee (CAC). This *Implementation* section of the Hunters Point Shipyard Area Plan summarizes the major factors included in the *Phasing Plan* by presenting key graphics and tables. Initially, the major components of "physical site improvements" are presented, followed by a presentation of the "social/economic programs" that will help to realize the objectives of this plan over the next 30 years.

POLICY 41.1

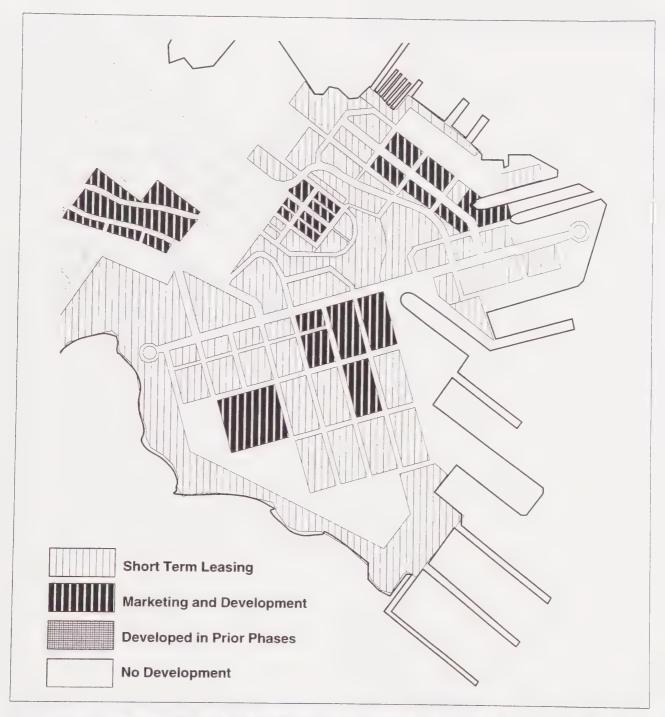
Require the San Francisco Redevelopment Agency (SFRA) to provide annual reports to the Planning Commission, describing yearly implementation activities and cumulative development, leasing and plan implementation progress of the Hunters Point Shipyard Plan.

The SFRA's annual reports to the Planning Commission will address each calendar year of the Hunters Point Shipyard Plan's implementation (1997 - 2025), and will be presented to the Planning Commission no later than February 15 of the following year. It is recognized that there is a need for the coordination of SFRA and Planning Departments taff in the preparation of these annual reports, with respect to report content and form.

Physical Site Improvements

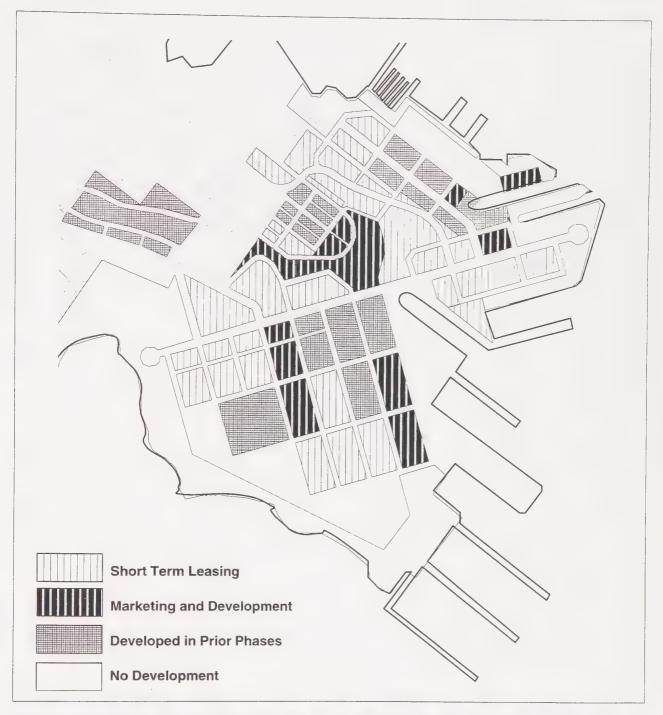
Land Use Development

Figures 25 through 30 present a six-phase summary of the anticipated land use and development pattern at the Shipyard. Each phase represents a five year period of time. Below each map is a table describing the development potential during that phase and anticipated market demand for land uses specified in this plan.



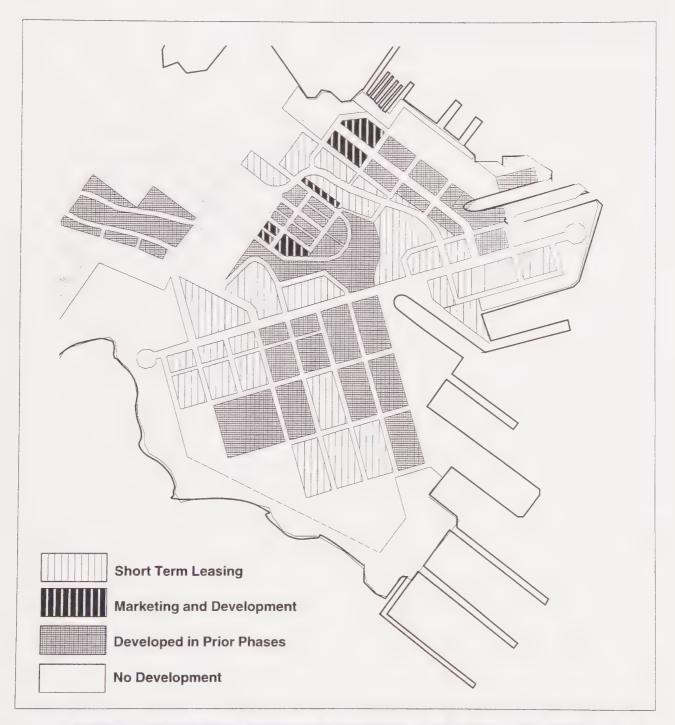
LAND USE DEVELOPMENT AND LEASING						
Square Feet of Potential Development in Phase 1 Areas	Mixed Use	Research and Development	Industrial	Cultural	Residential	Open Space
Potential Development	615,000 sq.ft.	N/A	480,400 sq.ft.	166,500 sq.ft.	400 DUs	852,900 sq.ft
Market Demand	111,400 sq.ft.	N/A	386,700 sq.ft.	25,100 sq.ft.	400 DUs	N/A
Leased Sq. Feet in Phase Area	47,425 sq.ft.	N/A	54,190 sq.ft.	25,694 sq.ft.	N/A	N/A

Figure 25



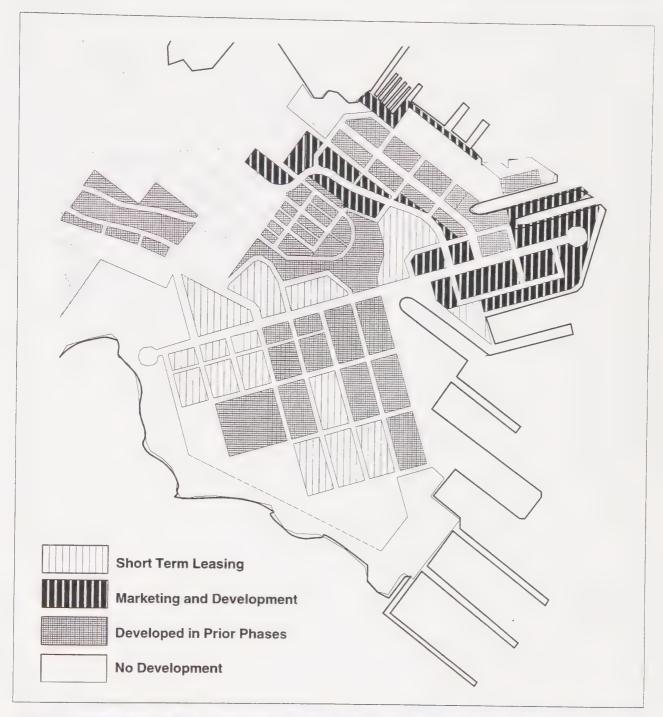
LAND USE DEVELOPMENT AND LEASING						
Square Feet of Potential Development in Phase 2 Areas	Mixed Use	Research and Development	Industrial	Cultural	Residential	Open Space
Potential Development	105,000 sq.ft.	N/A	188,900 sq.ft.		400 DUs	1,007,000 sq.ft
Market Demand	265,300 sq.ft.	N/A	127,100 sq.ft.	160,100 sq.ft.	400 DUs	N/A
Leased Sq. Feet in Phase Area	N/A	N/A	71,300 sq.ft.		N/A	N/A

Figure 26



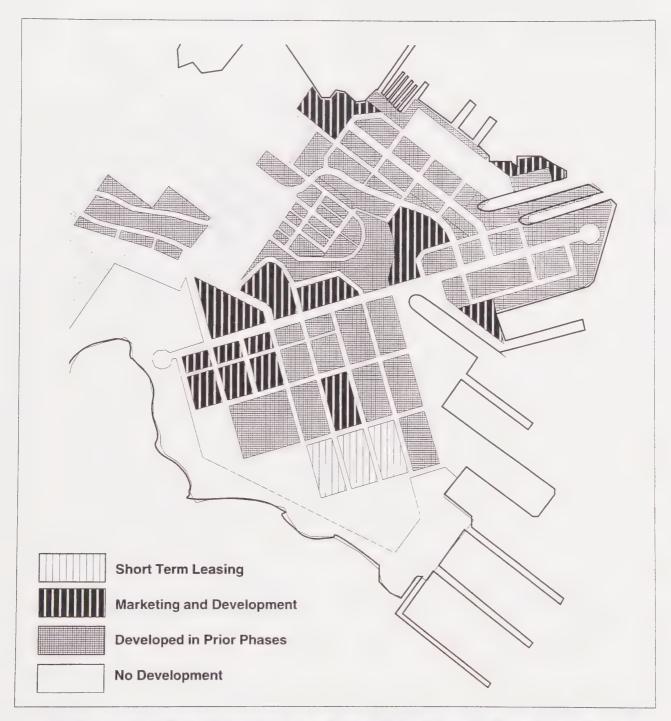
LAND USE DEVELOPMENT AND LEASING						
Square Feet of Potential Development in Phase 3 Areas	Mixed Use	Research and Development	Industrial	Cultural	Residential	Open Space
Potential Development	N/A	173,400 sq.ft.	N/A	N/A	500 DUs	164,700 sq.ft
Market Demand	193,800 sq.ft.	65,200 sq.ft.	50,500 sq.ft.	150,100 sq.ft.	500 DUs	N/A
Leased Sq. Feet in Phase Area	N/A	N/A	N/A	N/A	N/A	N/A

Figure 27



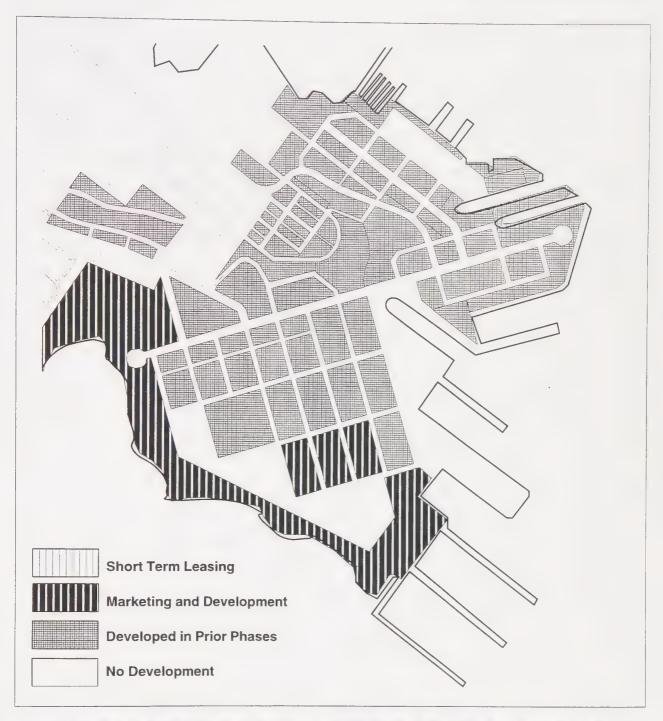
LAND USE DEVELOPMENT AND LEASING						
Square Feet of Potential Development in Phase 4 Areas	Mixed Use	Research and Development	Industrial	Cultural	Residential	Open Space
Potential Development	217,575 sq.ft.	387,600 sq.ft.	N/A	260,850 sq.ft.	N/A	482,500 sq.ft
Market Demand	193,800 sq.ft.	65,200 sq.ft.	164,200 sq.ft.	35,100 sq.ft.	N/A	N/A
Leased Sq. Feet in Phase Area	68,400 sq.ft.	44,582 sq.ft.	N/A	107,427 sq.ft.	N/A	N/A

Figure 28



LAND USE DEVELOPMENT AND LEASING						
Square Feet of Potential Development in Phase 5 Areas	Mixed Use	Research and Development	Industrial	Cultural	Residential	Open Space
Potential Development	311,500 sq.ft.	637,375 sq.ft.	266,800 sq.ft.	N/A	N/A	3,656,000 sq.ft
Market Demand	196,300 sq.ft.	88,300 sq.ft.	240,600 sq.ft.	150,100 sq.ft.	N/A	N/A
Leased Sq. Feet in Phase Area	43,900 sq.ft.	432,159 sq.ft.	71,020 sq.ft.	N/A	N/A	N/A

Figure 29



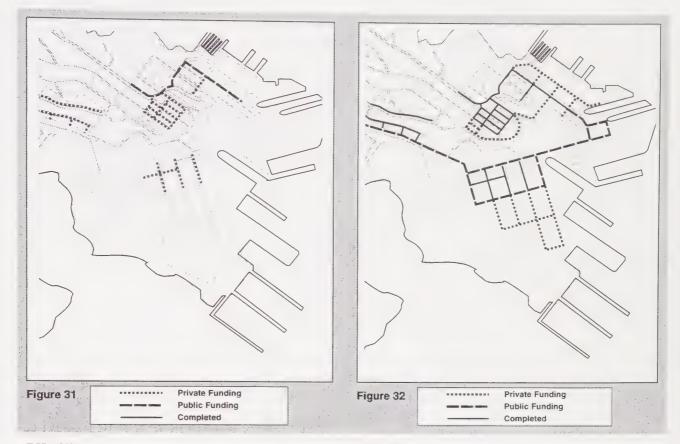
LAND USE DEVELOPMENT AND LEASING						
Square Feet of Potential Development in Phase 6 Areas	Mixed Use	Research and Development	Industrial	Cultural	Residential	Open Space
Potential Development	N/A	N/A	333,000 sq.ft.	N/A	N/A	2,908,900 sq.ft.
Market Demand	189,900 sq.ft.	92,900 sq.ft.	279,500 sq.ft.	35,100 sq.ft.	N/A	N/A
Leased Sq. Feet in Phase Area	N/A	N/A	N/A	N/A	N/A	25,546 sq.ft.

Figure 30

Transportation and Utilities

The implementation of the Hunters Point Shipyard transportation system is designed to support the economic, physical and social development and growth of the Shipyard by delivering the appropriate transportation services incrementally and in a manner that is responsive to demand. The essential networks - vehicular, transit, bicycle and pedestrian -are accommodated in phases over a twenty-five year period by public-sector investment. This core transportation network is enhanced by surrounding, complementary private-sector investments that help build out a comprehensive transportation system serving all parcels within the Shipyard.

The phasing program illustrated in Figures 31 through 36 addresses the implementation of the core transportation networks with the development of buildings, recreational space and supporting infrastructure. The program relies on the mutuallybeneficial relationship between these components to enhance the functional and economic viability of future development phases. Factored into the overall phasing are the availability of existing rights-of-way that are slated for improvement and enhancement at later dates, but are reasonably viable at present. Certain engineering and land preparation projects that must be completed before the adjacent transportation facilities can be constructed are of such magnitude and cost that they, too, influence the phasing program. The development of utilities, most of which would be located directly beneath the transportation rights-of-way, is expected to be phased and completed coincidentally with the streets themselves.



PHASE 1

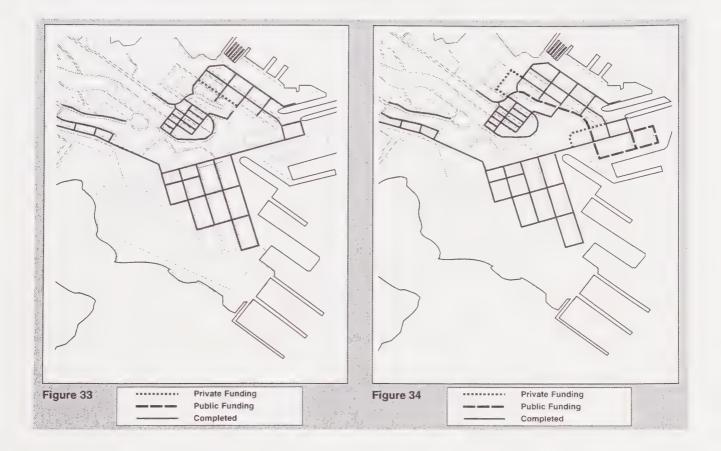
The first transportation enhancements to receive are public funds are the "northern gateway" confluence of Innes Avenue and Galvez/Robinson, and the segments of Galvez/Robinson, Donahue and Lockwood that comprise the key access links for the Lockwood Landing commercial area. As complying with the transporation network of the Hunters Point Shipyard Area Plan, these investments help open the Lockwood Landing area for cars, trucks, bus transit and bicycles.

Privately-funded transportation improvements during this phase include most of the streets in the Hilltop residential area (and all streets within the Hillside residential area navy road Point areas. Privately-funded transportation improvements during this phase include most of the streets in the Hillpointresidential area (including Jerrold, Friedell, Innes and Coleman) and all streets within the Hillside residential area above Crisp Avenue (including Navy Road and the Oakdale Avenue extension). They also include several streets that enhance vehicular access to parcels in the Lockwood Landing and the Industrial/Research & Development (R&D) areas.

PHASE 2

Aloop of publicly-funded, through Arterials and Collectors is planned for implementation in Phase 2, consisting of Lockwood Street to Spear Avenue, Spear to Crisp Avenue, and Crisp through the southern gateway of the Shipyard and beyond to its intersection with Palou Avenue. A secondary loop of Collector Streets extending south of Spear Avenue in the Industrial/R&D area increase access, particularly for truck and other vehicles, to parcels in that area. These segments complete a basic network for vehicular, transit, bicycle and pedestrian access to and through the Shipyard. During this phase, a pedestrian connection from Spear Ave. to Hillpoint Park would also be implemented.

Private transportation improvements and enhancements during this phase include completion of the residential streets in the Hillpoint residential area, most of the remaining streets in the Lockwood Landing area and further extensions of streets into the Industrial/Research & Development area south of Spear Avenue.



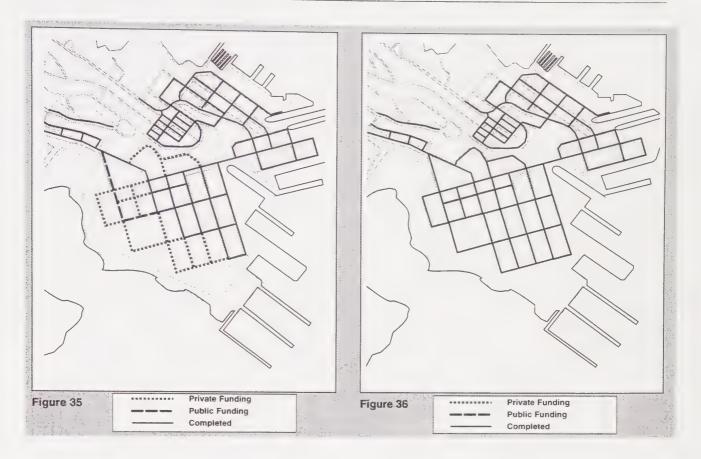
PHASE 3

The only transportation component for implementation under Phase 3 is the two-block segment of the Local street parallel to and south of Lockwood Street in the Lockwood Landing area. This project would be funded privately.

PHASE 4

Phase 4 includes the completion of the arterial loop with the publicly-funded improvement of Galvez/Robinson through to Spear and one block south. These improvements help separate transit streets from truck routes in the Lockwood Landing area, as recommended in the Area Plan. A loop local streets extending south of Spear increases access to the eastern portion of Lockwood Landing.

Privately-funded transportation improvements during this phase are limited to local streets providing complete street frontage to three parcels in the Lockwood Landing area.



PHASE 5

All transportation improvements implemented with public and private funds in this phase are located in the Industrial/R&D area. The publicly-funded portion completes the Crisp Avenue-I Street truck route loop, bringing trucks and transit vehicles to the western edge of the Shipyard.

The privately-funded portions include the segment of Spear Avenue between Crisp Avenue and I Street, bringing the Crisp/Spear/I Street loop into full compliance with the Area Plan in providing for transit, bicycle and truck traffic operation on separate streets through this area. Additional Local Streets and Service Alleys extending along and south of Spear Avenue provide complete access for parcels located in the Industrial/R&D area.

PHASE 6

Transportation improvements have been completed.

Community Facilities and Community Safety

The community facilities planned for Hunters Point Shipyard - a job-training center, a community center, the components of the open space network, child care facilities, a museum featuring the history of the Shipyard area and its inhabitants, and the continued operation of the Golden Gate Train Museum - will be provided at strategic points during the 30-year span of the Plan's implementation (1995 -2025). Community safety services, including police and fire protection, as well as emergency response services (ambulance services for medical emergencies and a system in place to cope with earthquake emergencies), must, of course, be provided for the Shipyard site from the beginning of Phase One; these emergency response services, however, will be expanded as needed throughout the Plan's implementation period and beyond. Outlined below is a description of the phase-by-phase provision of community facilities and community safety services at Hunters Point Shipyard.

Phase One (1995 - 2000)

Throughout the planning process for the Hunters Point Shipyard Plan, major emphasis has been placed on preparing the youth of Bayview Hunters Point for 21st century jobs. The provision of a job-training center is therefore a key component of the Plan's first phase of implementation. This center, possibly in combination with a child care facility, will occupy a prime site in the Shipyard's industrial area - on the Spear Avenue transit route and adjacent to the Central Sports Park. This most northerly block of the Central Sports Park will also be developed during Phase One to provide recreational facilities for the Shipyard's new residents, employees of existing and new businesses, and residents of the surrounding neighborhood and the City as a whole. The Innes Avenue entrance into the Shipyard will be landscaped and improved during Phase One to be more attractive and welcoming. Lockwood Landing - the urban open space at the western end of Drydock 3 - will be completed during Phase One to serve the Lockwood Street mixed use area, which will also start development in Phase One.

Phase Two (2000 - 2005)

The second phase of implementation, during which the Spear Avenue industrial/research and development area, the Lockwood Street mixed use area and the Hilltop residential area will be further developed, will also include the establishment of a cultural facility - a museum highlighting the history of the Shipyard area and the heritage of its residents. This facility will be built in the cultural area east of Lockwood Street between Lockwood Landing and Spear Avenue. During Phase Two, more of the Shipyard's open space network will come on line, including the two remaining blocks of the Central Sports Park and the Hilltop Park on the crest of Hunters Point Hill. The Hill's steep slopes will also be appropriately landscaped during this phase, as will the Crisp Street entrance to the Shipyard.

Phase Three (2005 - 2010)

No community facilities are proposed to be developed during the third phase of the Plan's implementation, which will see continued new residential, mixed use and research and development growth at the Shipyard.

Phase Four (2010 - 2015)

The fourth phase of implementation will include the development of a multi-purpose community/cultural center (a venue for meetings, the showing of films, and live performances) in the cultural area at the eastern end of Spear Avenue. The shoreline open space area adjacent to the cultural area will also be developed during this phase, providing an urban waterfront promenade. Some of the waterfront area's wetlands will be restored as part of this effort.

Phases Five and Six (2015 - 2025)

These last two phases will include the completion of the Shipyard's open space system - extending the Bay Trail along the southwest shoreline of the site, and restoring additional wetlands along this shore.

ADMINISTRATION OF REAL ESTATE AND LAND USE DEVELOPMENT STANDARDS

Design Review Procedure

As part of the development project review process, design advice and guidance will be made available to developers. This review will serve to coordinate individual efforts and realize the best possibilities inherent in each project. Better architecture, site planning and engineering are the most obvious results of these procedures; but benefits also accrue in overall visual harmony and in achieving the broad functional objectives of the design.

New proposals will undergo design review and approval by the San Francisco Redevelopment Agency (SFRA) prior to and subsequent to the conveyance of title by deed. This review will assure compliance with the requirements of the Redevelopment Plan and will evaluate the quality and appropriateness of the proposal on the basis of the design standards contained in the Design for Development.

Staff Participation

Design review will be conducted by the SFRA and its staff or, at the discretion of the SFRA, a qualified independent individual or review panel may be selected to make design evaluations and recommendations to the SFRA. The staff member responsible for maintaining liaison with the developer's architect will be the SFRA's project architect or a designated alternate. Formal required submissions shall be made to the SFRA through the Chief of Architecture.

It is expected that continuous contact will be maintained between the developer's architect and the SFRA architectural and engineering staff during the design and working drawing process and that reasonable requests for progress prints in addition to those specified below will be met at any time.

Design for new development will be reviewed by the Director of City Planning or his or her designees. This review will occur before critical

decisions in the design process are made and will include review of pre-preliminary plans, preliminary plans and outline specifications, and final plans and specifications as described below.

Review by the Planning Department shall occur within ten working days when such time limit is requested by the SFRA in writing, accompanied by design documents to be reviewed; failure to meet such a time limit shall be deemed to be a waiver of the right of review. The SFRA shall pay the Planning Department for design review services.

In the event of a disagreement between the Director of City Planning and the Executive Director of the SFRA regarding design, the matter is to be resolved by the Redevelopment Agency Commission. Alternatively, the SFRA may assign all or part of design review responsibility to the Planning Department on a work order or fee-for-service basis.

Citizen Participation

Advice and consultation will be sought by SFRA staff from the Mayor's Hunters Point Shipyard Citizens Advisory Committee (CAC) regarding proposed development before related Land Disposition Agreements or Owner Participation Agreements are approved by the SFRA.

Conformity to Master Plans, Codes and Ordinances

All new development shall meet the requirements of San Francisco's Master Plan, its Planning Code and all other applicable codes, including changes or amendments thereto as may be made subsequent to the adoption of the Redevelopment Plan, except to the extent that such changes and amendments conflict with the express provisions of the Redevelopment Plan and the Design for Development.

Acceptance of Plans

Required submissions will occur at three stages in the preparation of the new development proposal. Additional informal reviews at the request of either the developer or the SFRA staff are encour-

aged. A time schedule for the required submissions will be agreed upon at or before the time of execution of the Land Disposition Agreement and will be set forth therein or in a separate document. A time period for review will also be established. It is the intention of the SFRA that once acceptance has been granted at submission stage, further review will be limited to the development or refinement of previously accepted submissions or to the review of new elements which were not present in previous submissions.

In evaluating the design of a building or buildings and its relationship to the site and adjoining areas, the SFRA will impose conditions and requirements consistent with specific Area Plan objectives. The SFRA will reject designs which fail to conform with Redevelopment Plan, or the Design for Development. The SFRA pledges to work constructively with the developer and developer's architect in resolving problems. However, the SFRA's approval or rejection shall be final.

In the disposition of land, the SFRA may establish additional design criteria for specific parcels to insure an attractive and harmonious urban design and may implement these criteria with appropriate provisions in the disposition documents.

The Development Standards and Design Guidelines within the Design for Development shall be applied by the SFRA in order to achieve the purposes of the Redevelopment Plan for this Project Area; provided, however, that with respect to the development standards, the SFRA may, in its discretion, grant minor variances to such standards where, owing to unusual and special conditions, the enforcement of the development standards would result in undue hardships, or would constitute an unreasonable limitation beyond the intent and purpose of such standards, subject to the condition that the SFRA shall find and determine that such minor variances result in substantial compliance with the intent and purpose of these standards.

SOCIAL & ECONOMIC DEVELOPMENT ACTIVITIES

Economic Development

Project Phases

Paralleling the phased implementation of the Shipyard's land use and infrastructure plan components, economic development participation programs at the Shipyard will also be phased, with each phase generating employment and business opportunities. The Area Plan targets industries which offer the potential to create the maximum number of jobs, with an emphasis on participation by local residents in the employment opportunities that are created. Equally important are business participation opportunities, both for employment and ownership potential. Broadly, the list of economic development project phases includes:

Phase I: Planning, design and environmental

remediation

Phase II: Demolition, renovation, construction

and construction management

Phase III: Use and occupancy (business and resi-

dential tenants)

Phase IV: Operations and maintenance

Overall Strategy

The participation strategy for involving local residents in employment and business opportunities requires the establishment of a procedure which encompasses a recognized source of information on the opportunities, a clear description of proposed positions and contracts, and how to apply. Exposure to employment and business opportunities that will accompany future development is essential.

Employment Development

Each phase of economic development implementation offers a wide range of employment opportunities. Some occupations are specialized, appropriate for one project phase; others related to administration and support services are required throughout the entire process. The program presented is intended to accomplish two objectives:

- identify positions and related skills that match the administrative and support services required in the reuse of the Shipyard; and
- build a technical base of workers that can adapt to potential industrial and manufacturing uses at the Shipyard and/or the larger Bay Areaeconomy.

Job referral and placements and other mechanisms that can assist local residents to participate in the Shipyard's employment opportunities include:

- industry-focused academic and technical training programs to match occupational categories identified for targeted land uses at the Shipyard;
- union apprenticeship training programs;
- 21st Century competency consortium to determine future competency requirements, course and training elements and outreach strategies;
- employment brokerage services to recruit and place local residents;
- tax incentive programs for employers who support the employment and training objectives of this economic participation strategy (program examples include the Enterprise Zone program, the Federal Targeted Jobs Tax Credit Program, and possible designation of the Shipyard site under the state Local Agency Military Base Recovery Act (LAMBRA);

- contract requirements that maximize employment opportunities for local residents; and
- jobs targeting, through the coordination of public policies and local programs, aimed at economically disadvantaged residents and the youth of Bayview Hunters Point.

Business/equity participation - with an emphasis on small business development - is a strategy that focuses on stimulating self-employment to generate jobs and revenues, the achievement of self-sufficiency through the development of an infrastructure of family support, access to capital, neighborhood networks and role models. It is expected that established local entrepreneurs will support this effort, providing technical and financial assistance.

Programs that enhance business/equity opportunities include:

- micro business incubators to assist fragile new businesses to be better prepared to access mainstream opportunities;
- incentives (to accommodate site and service requirements) offered to attract and retain businesses on the Shipyard;
- enterprise zone incentives;
- financial incentives, such as providing access to capital, business loans, real estate loans, credit line and equipment loans;
- Local Agency Military Base Recovery Act (LAMBRA), state legislation designed to stimulate job creation in some areas affected by military base closures - if so designated, state and local incentives would be offered to businesses that locate at the Shipyard;
- loan programs through the Mayor's Office of Community Development and the Redevelopment Agency;

- a business management services center on the Shipyard to provide management and technical assistance to small companies;
- set-asides contracts designed and designated for qualified Bayview Hunters Point and San Francisco entrepreneurs to perform work associated with the reuse plan; and
- bid and leasing documents containing guidelines which set forth requirements and incentives for local entrepreneurs to be involved in the Shipyard's Economic Development and Participation Program.

Arts Programs

Programs designed to develop the Shipyard's arts community should be put in place during the first development Phase and continue throughout the 30 year build out of the Shipyard. As discussed in the Arts section of this Plan, the opportunities for both arts programs and facility development should be capitalized upon, coordinated and made explicit. Artists currently incorporated as a non-profit arts organization at the Shipyard should take the lead in developing a program framework that makes clear their roles and responsibilities during redevelopment of the Shipyard. The Redevelopment Agency should work closely with the artists to assure that the arts programs support the other Shipyard marketing and development activities.

Community Participation

The Mayor's Hunters Point Shipyard Citizens Advisory Committee (CAC) has been established since 1989 and will continue to meet through the development phase to provide a forum for public participation in the Shipyard conversion process. Their mission is also to advise the Mayor on the continuing development and implementation of the reuse plan for the Shipyard, and to ensure that the implementation is consistent with the CAC's guidelines. The CAC is comprised of up to twenty-nine

persons from the Bayview Hunters Point community and from the City at large. The CAC holds bi-monthly meetings which are open and public, inviting participation from all who are interested in Shipyard reuse issues.

An independent, nonprofit Transition Development Corporation has been incorporated by community leaders on the CAC, which would be able to engage directly in development of projects and programs in the Hunters Point Shipyard. The formation of this Corporation will help to ensure ongoing participation by the community in the development phase by membership on its Board of Directors. The Corporation would be eligible to receive public and private funding and financing to pursue its goals similar to many other nonprofit corporations in San Francisco.

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